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PACIFIC FISHERMAN

1953 Volume 51, No. 7

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Soundness of Federal Fisheries Divorce Demand Demonstrated Again by Reaction To Day's Dismissal

HOW the Federal fisheries agency is largely lost sight of and ignored in its present uneasy union with wildlife in the organizational structure of the Department of the Interior was made plain by a study of the newspaper handling of the dismissal of Albert M. Day as director of the Fish and Wildlife Service.

Careful scrutiny of the news reports and editorial discussions of the matter in the Washington newspapers, as well as leading papers of other Eastern and Southern centers, failed to disclose any reference to the Service's functions with respect to the commercial fisheries other than the reference made by Mr. Day himself when he blamed his dismissal upon Alaska salmon packers.

The papers published protests and quoted indignant supporters of Mr. Day, but they were all persons concerned with the wildlife aspect of his responsibilities. No one from the fisheries had a word to say for Mr. Day, who came from Wildlife, and has always leaned that way.

The controversy which welled-up over the matter was solely from the wildlife point of view—and 90 per cent of it had to do with duck-hunting. There were plenty of people who shoot ducks in Mr. Day's favorite areas who were vigorously opposed to his dismissal; and persons well informed on the subject know that the bitterest opposition to Mr. Day came not from the salmon canners but from duck hunters who felt that their regions had been discriminated against in drawing-up the migratory waterfowl regulations.

All the columns of type proved one thing: that the American public and much of its Congress does not know that the nation's great commercial fishing industry is a part of the responsibility of the Fish and Wildlife Service; and that the Service is charged with regulating and safeguarding the fisheries of Alaska, which yield annually more than 100 million dollars worth of food. It showed also that the nation does not know that during the whole period of Mr. Day's directorship the Alaska resource has dwindled and declined.

In this ignorance lies abundant proof that effective Federal handling of its responsibilities to its fishing industry demand that all Federal functions affecting fish and fisheries be separated wholly from Wildlife in the organization of the Department of the Interior. The Pacific Fisheries Conference has demanded this for years. The soundness of that position once more is plainly demonstrated.

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Gill-netting on the Hudson River during the Spring shad run. The boat is one of several operated by Anton Davidson and Hjalm Johnson. Note the unique well installation of the 10 hp Sea-Horse!

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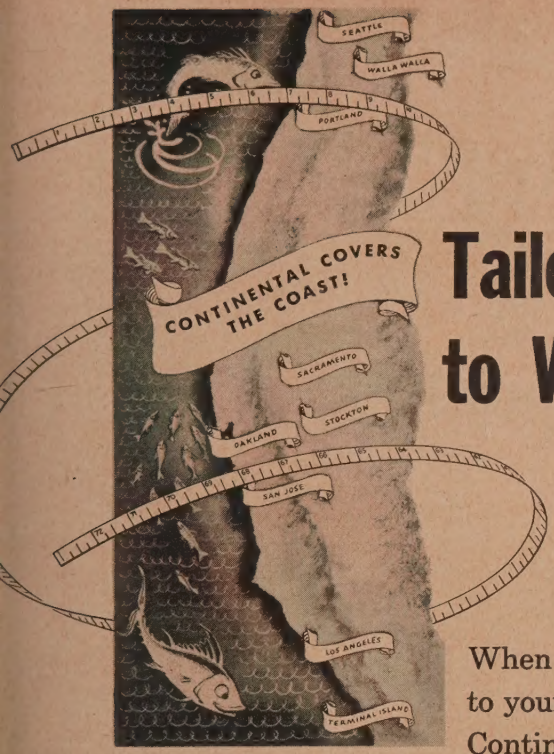

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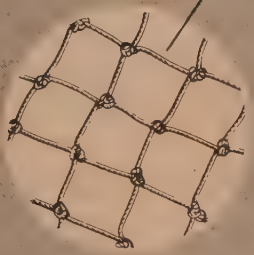

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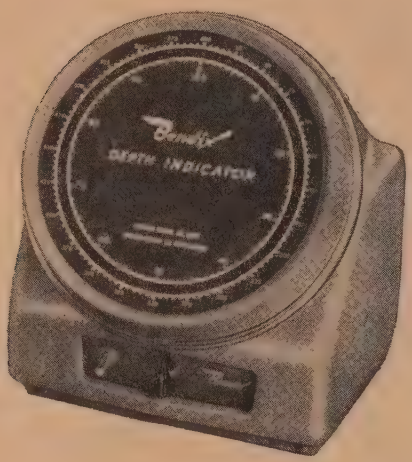

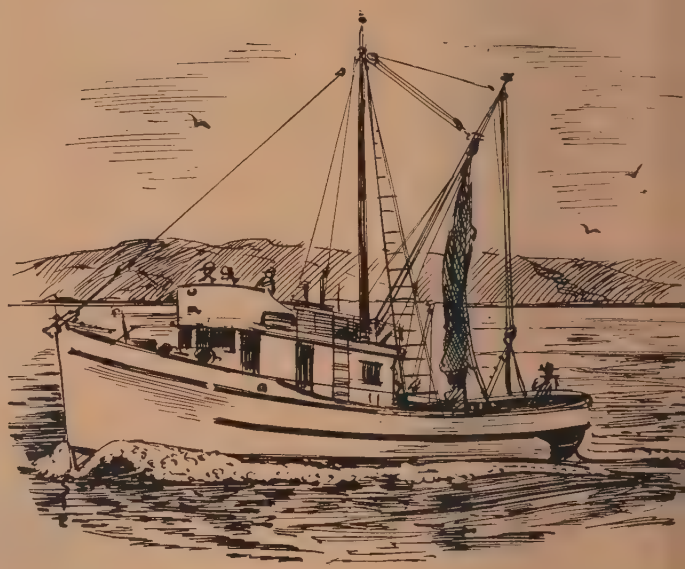

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PACIFIC FISHERMAN JUNE 1953

ISH

BUSINESS

ON THE POTOMAC

THE POTOMAC produces no fish, but its fish business profoundly affects American fisheries and fish people wherever they may be—and exerts an influence on fish and the people who catch, buy and sell them throughout the world.

This Potomac fish business is conducted in monumental buildings, with never a fish in sight. It involves enormous sums of money, but there's not a cash register in the house. It is the fish business of Government.

Because of the vast importance and complexity of the Federal Fisheries of Washington, and the particular interest which attaches to them and their doings in this Spring of the Republicans, **Pacific Fisherman** spent two weeks in Washington, sampling the situation, savoring it, and trying to analyze some of the trends it may take.

Closely compacted, our conclusions follow, without pattern, with little of order, and offered with no claim whatever of profundity. They simply represent Fish Business on the Potomac this spring, as **Pacific Fisherman** found, saw and interprets it.

Three-Mile Limit er the Tidelands Bill

t *important* aspect of Fish Business on the Potomac *Pacific Fisherman* made its study late this spring lay effect which the Submerged Lands Act (S.J.Res. 13) have on the fisheries if passage of the bill with tended seaward boundaries on the Gulf of Mexico impair the United States' traditional position with t to the three-mile limit.

You could get wide, very wide, differences of opinion—some of them along party lines, true; but party lines along the Gulf coast were washed away.

Senator Guy Cordon of Oregon was the Senate leader in the fight for the bill, and his points in contending that it does not impair the three-mile limit were sharp and backed with fact and logic. He said:

"The three-mile concept is in no wise impaired by the boundaries Texas and Florida possessed when they became parts of the United States. Moreover, the bill clears away

Secretary of the I
or Douglas McKay
dressing the N.F.I.
vention in Washin
At left are Charle
hadeff of Seattle
T. F. Sandoz of As

all cloud on the states' rights in inland waters, such as sounds, bays and estuaries.

"Rights of the states to control their own coastal fisheries will be greatly improved by this bill—but until it is passed the whole structure of states' rights is impaired."

Senator Knowland of California expressed much the same position.

No more vigorous opponents of the bill were encountered than Senators Jackson and Magnuson of Washington. The former, in fact, was a leading figure in the fight on it, being one of the three dissenting members of the Committee on Interior and Insular Affairs, and making his maiden speech in the Senate an attack on the measure. The minority report opposing the Tidelands Bill feared that it would erase the three-mile limit, permitting other nations to bar our fishermen from the waters off their coasts, and citing particularly the possibility that Canada might use the bill as justification for closing Hecate Strait to American fishermen.

Secretary of the Interior McKay appears to have been the Administration's principal spokesman on this measure. Before the National Fisheries Institute, he said: "The national interest would best be served by giving the various states the coastal offshore lands to the limits of the historical boundaries of each of them. . . . This should be done without changing the regulation or control of the fisheries in our coastal waters, and without affecting the traditional position of the United States with respect to the extent of territorial waters. . . . The rights of our fishermen to continue high-seas fisheries must not be jeopardized."

Non-partisan, detached opinion from an informed and highly intelligent source questioned by *Pacific Fisherman* came up with an analysis about like this:

"1. The bill as it now stands involves only the resources of the sea bottom.

"2. It specifically does not involve the waters beyond the three-mile limit, nor the fish in them.

"3. As it only conveys the resources of the sea shelf to the limits of the boundaries of the states, and has no concern with the waters above this sea bottom, no question of sovereignty is involved."

Pacific Coasters Recognized As Sharp in Their Concern

It was particularly notable that fishermen other than those of the Pacific Coast showed little real concern over the effect the Tidelands bill *might* have on the three-mile limit. They seemed to be the only one properly to an its implications—perhaps because their stake in the t mile limit is particularly important.

L'Affaire Al Day

Fish Topic No. 1 in Washington's April—convers wise, if not in actual importance—was the replace of Al Day as director of the Fish and Wildlife Servi John L. Farley of Seattle. The job was done neatl with dignity, with Assistant Secretary of the In Orme Lewis informing Mr. Day personally that he being relieved. No charges, not even of failure and f itism; no press releases—until Mr. Day uttered them.

Then the kicking and screaming started. Mr. blamed his dismissal on the opposition of the A salmon industry—where the resource has declined a ingly under the Day regime; and to "rich duck hunt California." There were charges (ascribed to Day i press) that Senator Bricker of Ohio opposed him be of action taken against a duck club in which Bricke a member. The senator countered with a story that had been detected by one of his own men illegally sho on a baited duck feeding ground. Everything was d

Secretary McKay declared to *Pacific Fisherman* th did not believe Day actually had made many of the statements credited to him, and that Day was being by the professional controversialists who serve a paid secretaries of the wildlife lobby.

At first Mr. Day indicated he would retire on the of his 33 years service—and certainly the attacks cre to him sounded as though that was his intention. Th began to appear that he would accept demotion to s equal to that of Clarence Cottam, who has been an a and director. Both, of course, would be on the w side, which should be a cozy arrangement, as Cott understood to have been an applicant for Day's j director.

Indian Claims Settlement Essential For Alaska

Dissipation of the cloud cast upon property tit Alaska by the Margold Doctrine and the "Indian cl confusion which it created is one of the primary obje of the McKay administration in the Department Interior.

Pacific Fisherman has this in just so many words the Secretary himself. "I do not know all the legal a

e Margold matter and the claims controversy which oduced; but I do know that this must be cleared up re Alaska can go ahead," he said, declaring that with- e few months he had been in office there had been nces in which industrial development projects had threatened and delayed by the cloud on land titles ting from the Indian's claims. "Industrial develop- in the Territory cannot proceed until this is cleared- Clarification is essential to successful statehood."

st how the matter will be resolved is not yet deter- d. This is under study. In the meantime, congressional n is being sought to establish simple procedure by h suits can be brought to quiet title in individual , and the Indians compensated in cases where *actual nuous use and occupancy* by Indians can be proven. ch a law, it is believed, will take care of cases arising e the entire matter can be examined and clarified.

cy on Indian Reservations

is not anticipated that there will be further Indian vations created in Alaska before the claims confusion ting from the Margold Opinion and its application r Ickes are straightened-out.

is is on the authority of Orme Lewis, suave Assistant etary of the Interior, whose responsibilities include Bureau of Indian Affairs as well as the Office of the tories, Fish and Wildlife Service and Office of Land agement.

nceding that conditions might arise which would call creation of a reservation, Mr. Lewis indicated that such would be small and limited to the actual require- s of the Indians concerned.

npire Building" in Suspense

rtainly the attitude of Mr. Lewis, and that of Secre- McKay, gave every indication that Interior was doning the "empire building" policy which followed— perhaps was responsible for—the Margold Doctrine. give no evidence of disposition to follow the Ickes- -Chapman policy of getting as much as possible of ka under the perpetual authority of Interior before ka achieves statehood.

"Whipping Boy"

Whipping boy" status of the Alaska salmon industry ashington is readily apparent. Few days pass without one blaming the Alaska canned industry for some- .

the Alaska statehood hearings the statement was , and never refuted, that the only opponent of Alaska hood is the salmon industry—and this despite the that at no hearing has the industry or any of its onents ever opposed statehood.

ien Al Day was dismissed as director of the Fish and ife Service he said the salmon industry had opposed ecause in seeking to save the fish he had imposed e restrictions. There was no one to reply that the n industry opposed him because of the ineffective- of his program in arresting the depletion which has ed the salmon runs through his entire administration resource.

ska Statehood Will Wait eful Study by Senate

one in Washington—no one at least who is in posi- to know—thinks that Alaska statehood has any e at this time; and probably not until the Senate fullness of time has had opportunity to study the r closely and, moving deliberately, to create a state can keep solvent.

House is much more favorable; has passed a State- bill before; may do it again this session. Senator Butler has served notice that his committee will no action until it has studied the Territory on the d late this summer. It will probably be a lot longer hat. Senators like Knowland of California do not hesitate to say that the problem of creating a sound state will require much more study than has yet been given it.

Succinct summary of Washington thinking on the subject of Alaska statehood was voiced before the Washington State and Alaska Society this spring by Walter Williams of Seattle, Undersecretary of Commerce, in these words:

"Opposition in Congress and official Washington is based essentially on doubt that Alaskans can *afford* statehood. Washington is not convinced that the few thousands of Alaskans can maintain and operate a state of such enormous territory."

Alaska Non-Residents' Fishing Rights Under Statehood Perplexing

"What will become of the rights of non-residents to fish in the waters of Alaska under statehood? Will Alaska be in position to impose a residence requirement for fishing licenses? Or will the present guarantees of the White Act, which pledge the right of fishery to all Americans, continue?"

These questions were asked by *Pacific Fisherman* of numerous members of Congress. Most surprising fact developed was that Pacific members of Congress almost unanimously had overlooked the point.

There was wide variance in the views as to what might be done about it. None doubted but that the White Act guarantees would be cancelled by statehood. Most thought it unlikely that a guarantee of non-residents' right of fishery could be provided in the statehood act itself, although there are legalistic possibilities under which the right of fishery might be established as a property right which could not be infringed by the state.

Others were of the opinion that Alaska should clarify the matter in its proposed constitution; and that failure to do so would have adverse effect on statehood legislation in Congress.

A few thought the matter should be tested in the courts, and that perhaps the Oregon residence requirement should be attacked in order to provide an early test of the matter.

Some Congressmen were inclined to feel that there could be written into the statehood bill a provision that the state should grant fishery rights to non-resident Americans on a reciprocal basis with the treatment accorded non-residents in their home states.

In any event, the matter is now being examined widely by Pacific members of Congress.

"Sustained Yield" Basis Sought For Prospective State's Resources

How to give the State of Alaska adequate resources for its maintenance and growth on a perpetual basis is one of the problems perplexing those in power.

Secretary McKay has declared publicly for Alaska statehood, *if* and when the state can be given resources sufficient for its support. Pressed in private interview to elaborate the point, the Secretary said: "The State can stand only if it has a substantial share of its resources, free from the cloud of Indian title claims. It must have a substantial portion of its timber, and provisions must be made for this to be cropped on a sustained yield basis."

Query: "And what about the fish, Mr. Secretary? Should not the fisheries also be operated on a sustained yield basis?"

"The fish also, certainly—and if we only knew as much about them as we do about trees; and how to achieve sustained yield from our fisheries as we can do from our forests."

Senator Henry Jackson of Washington expresses a feeling that a way must be found to guarantee that under statehood forests and fisheries of Alaska be operated on a "wise use" basis, perhaps under Federal operation, with net proceeds to the state—somewhat as is done with the O. & C. lands in Oregon and California, which are owned by the states but administered by Interior.

Some Queer Angles In the Statehood Drive

Alaska's Delegate E. L. "Bob" Bartlett made a valiant drive for the Saylor statehood bill, just as he did for his own, which the House passed last session. One of the shockers he came up against was the last-minute opposition of the Alaska Native Brotherhood.

A generally very effective case was made in the cause of statehood before the House Committee on Territories and Insular Affairs; but there were some characters on hand to foul things up.

At the end of one session Bruce Kendall of Cordova jumped up and asked to be heard again. He then proceeded to lecture the House committee over the way the flag in the committee room was. Kendall was on President Eisenhower's appointment list April 23. Wonder what he put Ike straight about. His tie, maybe.

America Defaulting Line Islands Position to Great Britain

Although the United States and Great Britian share joint jurisdiction over the Line Islands, south of Hawaii, the United States is allowing authority there to slip to Britain by default.

Christmas Island, the principal unit of the Line group, which could be of great use to American fishermen working south from Hawaii, both from the standpoint of a base and bait supply, is occupied by the British, with a diplomatic officer in charge. Americans must have passports to operate there, although the Department of State says the passports are for "identification only," and do not signify our acceptance of British sovereignty.

As far as *PF* could learn in Washington, there is no likelihood that the United States will move to improve its position in the Line Islands, despite the needs of her fishermen. It has been proposed that Britain and the United States divide the Lines between them—you take this one, I take that. This proposal foundered.

Request of Americans for more equal status with the British in the Lines has brought reply that the present time does not appear fortuitous for such a step.

Why not? Possibly because of problems concerned with the boundaries of Hawaii, if it achieves statehood.

Support for Sardine Research

"It is highly important that our fisheries be maintained, and rebuilt where they have been impaired. Certainly this is true of the joint research program studying the California sardine, where failure of the fishery has progressed to the point where its self-imposed tax no longer can adequately support the scientific study. I am discussing the matter with the Senate finance committee. Here surely is a well-justified Federal investment."—Senator William F. Knowland of California speaking.

Will there be a Divorce— Fish from Wildlife?

No clear answer to this question was available when *Pacific Fisherman* was looking into Fish Business on the Potomac—but evidence indicated the probability of something like "separate maintenance," rather than absolute divorce.

It seemed not unreasonable to expect that under Douglas McKay the two elements of F.A.W.S. would continue to live under the same roof, but with a degree of independence which has not existed since Harold Ickes held his shotgun on the Bureau of Fisheries and the Biological Survey and told them they were ONE.

Just how that will be brought about isn't at all clear—probably hasn't even been decided, and won't be until Director John Farley gets to Washington and gets his chiefs' ideas.

You get the *feeling* that Ralph Tudor, the undersecretary, is working out the structural aspects of the new organization. He's an engineer, you know.

What About the Hoover Plan?

Secretary McKay was asked to outline his reacti the application of the Hoover Commission's suggesti separation of Fish from Wildlife, as was advocated i Pacific Fisheries Conference resolution. He said he inclined to await the results of the Rockefeller-M Eisenhower studies being made of application of Hoover Plan. Whatever is recommended as result of study may be expected to prevail—but it may take a time for the researchers to get down to the Fish Wildlife problem.

Organizational changes of this sort best evolve sl Mr. McKay feels, but he did not hesitate to say tha does believe fisheries should have a strictly indepe status within the Service, free from intradepartm dominance.

William Strand Heads Office Of Territories in Interior

Secretary Douglas McKay pulled two "sleepers" o Interior's hat in April appointments.

His designation of William C. Strand, Washin newspaperman who for several years was on the sta the Fairbanks *News-Miner*, was a complete surprise most as much so as the appointment of John Farle director of the Fish and Wildlife Service. Neither of had been discussed generally as possibilities.

Interestingly, both of them have considerable Al background, and this is important, as Alaska is amon major responsibilities of both.

Trust Territories Policy Is Due for Definement

Policy of Interior with respect to the Trust Territ will not be defined for some time—not until Commissi Midkiff completes his inspection of the islands and come to Washington for conference with the departm heads.

This on the authority of Assistant Secretary C Lewis, who says that not until then can answers be g to the questions as to whether products of the Trust ritories will be permitted to enter the United States d free; or whether this status will be given to products rived from raw materials of foreign origin.

Samoan Tuna Canning Enterprise Takes on a New Aspect

Sweeping change in the status of the thus far ill-f Getty-conceived, Rockefeller-financed, public-owned moan tuna canning enterprise resulted in April fro Customs Bureau decision to permit Japanese tuna fis vessels to land their catches in Samoa.

This produced an instant decision in Interior to re vertise the Samoan cannery for sale.

Customs' action was considered highly important a precedent standpoint. Projected, it might conceiv lead to Japanese tuna vessels landing their catche many American ports, such as Guam, and even Hawa

McKay's Salmon Trap Remark

Secretary of the Interior McKay is a great hand to off-the-cuff, rather than to read a prepared state This was the case when he testified at the hearing o Alaska statehood bill, where he passed a remark which salmon trap — and even set-net — operators take scant comfort.

Congressman Poulson addressed the Secretary: big claim today is that they are depleting the fish in area, and if we give the State of Alaska the opport they will have regulations which would control that.

To which Secretary McKay replied: "Yes, I under that is the complaint—that they would probably co it a little better, just as we have in the State of O eliminated fixed gear and fish traps, and so forth, o period of years."

What is a Sardine?

eking an answer to this seemingly simple question
ohn L. Harvey, assistant commissioner of the Food
Drug Administration is recommending to Mrs. Oveta
Hobby, Secretary of HEW (Health, Education and
are), that procedure be initiated to establish stand-
of identity for canned sardines.
cessity for this action is seen in the pressure from
producing points which are seeking to capitalize
the failure of the California sardine fishery by of-
g in this country a wide variety of strange products
r "sardine" label.
merous factors are involved: kind of fish—pilchards,
ng, brisling, anchovies, and species and variations
ch;
e of fish—from tiny brisling to husky herring and
ards;
les of pack—from quarter oils to pound ovals, and
tiny pots of spread to 4-lb. institutional tins.
w long would it take to evolve standards of identity
ardines? Dr. Harvey thought not as long as for tuna.

y Is Cleared for POFI Study Pacific Albacore

gal opinion that the terms of the Farrington Act
ing the Pacific Oceanic Fishery Investigation permit
to initiate a research program involving the Al-
e resource believed to center north and east of the
aiian Islands has been secured by Interior.
is clears the way for a supplementary Albacore pro-
which POFI expects to initiate in a small way this
suplementing it later as its men and vessels are
sed by completion of the work along the Equator.
is probable that the Fish and Wildlife Service will
oach the Pacific Marine Fisheries Commission with a
osal that the Albacore program be made a coopera-
one, with the three Pacific states participating
gh the commission and POFI on behalf of the Fed-
service.

earch, Plus Research, ction Within Interior

liance upon research for the answers to the problems
hery administration, particularly within Alaska, was
led to *Pacific Fisherman* in its interviews in the
st strata of the Department of the Interior.
s fact was perhaps the most significant developed
scussions with Secretary McKay, Undersecretary
r, and Assistant Secretary Lewis. One after another,
ll separately and at different times, declared that
and the fishery administrators under them would
to rely upon intensified research for solution of the
ems they confront.

Look at Fillet Import blem Backed by Pacific

new move for a Tariff Commission study of fillet
rts and their effect on the American industry de-
ed during the N.F.I. convention in Washington this
g. New England and Pacific Northwest men discussed
natter with the commission and found some support.
argued that large increase in imports since the com-
on made its investigation a couple of years ago;
prospects for further increase, changed the situation
ch extent that a new investigation was warranted.
new chairman of the commission seemed inclined
ree, and at least one of the commissioners who
in the adverse majority report at the last investiga-
gave indications that he felt the study should be
ned.
shington Congressmen Thor Tollefson and Jack
and joined in the request for a new study by the
Commission—a request which thus carried support
congressmen of both coasts.

Harald Synnestvedt of Seattle was named Honor-Man-of-the-Year at the N.F.I. meeting. He is shown receiving the plaque, with Secreary McKay in center and Charles Alhadeff, right.

"We Must Reverse Depletion's Course in Alaska Fisheries"

These words are from Secretary McKay's reply to a request for an expression as to what the Department expects to do with respect to the Alaska fisheries—the one instance where Department responsibility for a resource is supplemented by full regulatory authority; and where ineffective measures in the past have produced progressive decline of a natural resource of incalculable value.

"We know only that we now know too little; that we need more research, adequately interpreted. We need a fishery agency free to function in Alaska, for we must cope with and reverse the curve of depletion."

The Secretary showed surprising acquaintance with the industry-sponsored work of the Fisheries Research Institute, which he spoke of as "a good program, doing work of the highest order."

Tuna Tariff Outlook Dim

In response to one of *Pacific Fisherman's* questions as to the possibility of reopening the matter of applying a tariff to imports of frozen tuna, Senator Warren Magnuson of Washington, who supported it last year, said:

"I think the tuna tariff is dead for now. The leadership of both parties actually are against it; and right now it looks like a dead issue."

Analysis of the situation by *PF* in Washington was that there may be a bare hope of equalizing the tariff on tuna-in-brine with the duty on tuna-in-oil, but that beyond this there is little ground for hope.

Sharp decline in the U.S. catch of Albacore, plus the improved economic condition in the light meat tuna business, has just about cancelled-out Congress-convincing arguments for a tariff on frozen tuna.

That's the way it looked to *PF* in Washington this spring.

P.O.F.I. Funds Diversion

Proposal that research program of the Inter-American Tuna Commission be financed in part by diversion of the funds of the Pacific Oceanic Fishery Commission—an agency of Interior—to the Tuna Commission—with which State is concerned—will meet the most strenuous resistance from Interior.

Money is hard to come-by, even in Washington, and State is generally felt to be rich beyond the dreams of avarice.

The prospects for this financing program are not good.

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hn L. Farley Becomes Director Fish and Wildlife Service

retary of the Interior Douglas y in April announced the ap- ment of John L. Farley of Se- Washington, as Director of the and Wildlife Service. He will suc- Albert M. Day, who has been d another position in the Serv- Mr. Farley was born in Oxford, April 9, 1892 and was gradu- from State Teachers College, Falls, Wisconsin, in 1910. He t science in the Black River Wisconsin, high school for a time and then served as super- dent of schools there. He later ed the University of Wisconsin was graduated with a B. S. in rical Engineering in 1917.

was commissioned as a second nant in August 1917 and con- d in the Army as a regular offi- ntil December 1922.

er his military service Mr. Far- r five and a half years was em- d by the Pacific Gas and Electric any in California as a sales engi- and in public relations work. 1929 to 1935 he was executive of the California Division of and Game and until 1940 he was mmunity relations work with the Crown Zellerbach Corporation in Seattle, Washington.

He returned to the Army in September 1940 and commanded the 250th CA. He was commissioned as a colonel in February of 1942. He commanded regiments in Alaska and was Alaskan Department artillery officer. He left active Army service in 1945 and returned to Crown Zellerbach. He retired as colonel AUS in May 1952.

Mr. Farley is a member of the American Fisheries Society, past vice president, International Association of Game and Fish Commissioners. He is a brother of Admiral Joseph F. Farley, former commandant of the United States Coast Guard.

In a recent informal talk before the Northwest Salmon Canners Association Mr. Farley said that he had no offhand answers to fishery problems but that he would study them earnestly and will seek information from the industry as well as from the FAWS staff.

"I believe deeply that we shall have to conserve our resources," he declared, "with the view that conservation includes proper utilization. With wise management and wise utilization it is possible to get the maximum benefit from our resources."

John L. Farley, of Seattle, new Director Fish and Wildlife Service.

Referring to his new duties as director of the Fish and Wildlife Service, he said, "I expect to make a job of it." "If, as may sometimes happen, my opinions and yours cannot be reconciled, I shall respect your opinions, and I hope you will respect mine."

Earlier Start Allowed For Herring Operations

Price negotiations in the British Columbia herring industry were initiated early in May, and the Canadian fisheries department authorized the use of purse seines and trawl nets for herring in the lower east coast area of Vancouver Island as early as May 1, but there were indications that the summer herring operation will be a limited one.

Formerly, in common with other areas along the B. C. coast, reopening of herring fishing each season did not take place until June 1. While it was not expected that large catches would be available during May in the lower east coast area, a yield of limited quantities would be of importance for specialty pack production purposes and for fresh bait.

Such a catch as might be realized would be charged against the annual herring catch quota for the area, which is fixed at 40,000 tons, the bulk of which is usually taken in the late fall months.

Alaskan Appointments

Governor Frank Heintzleman has appointed three new men to serve on the Alaska Territorial Board of Fisheries. They are Donald M. Hamilton, Ketchikan; Paul E. Kirker, Sr., Anchorage and Robert Kallenberg, Dillingham.

The new men will serve with J. Howard Wakefield, Kodiak and Ira R. Rothwell of Cordova.

una Landings, All Sources xceed First Quarter 1952

thern California added 15,000 to California's receipt of raw during April, thus bringing the ern section's unloadings from all es to 38,000 tons. The month's production was 698,000 cases.

the above total for April, 3,600 were imports from Japan and 6,800 tons credited to netting ions and 4,600 tons to live bait rs (a graphic indication of how a time the hook-and-liners are this year to date).

he 38,000 tons of raw tuna proc- by Southern California canner- ice the first of the year, some tons are imports, mostly frozen ore from Japan. This is around increase to May 1, from last

tuna clipper fleet was scattered the Gulf of California to Peru, n area of more than two million miles. The short-range hook- ers were enjoying some success ly May near the mouth of the f California. Purse seiners did ere, too.

The gross delivery of 6,800 tons for the seining fleet to May 1, put the net vessels ahead of the same period in 1952 by around 600 tons.

In early May there were approximately 140 clippers on the high seas. The percentage of those estimated to return to contract canneries during May would be expected to yield about 12,000 tons, but experienced observers, listening to reports from crews of returning vessels, thought this was somewhat optimistic from live bait operations. There were 60 clippers in Southern California, waiting to sail or being repaired, these representing around 10,500 tons.

In mid-May there were 55 purse seiners along the southern tuna trails, mostly concentrated from offshore Mexican waters. There were a few "stay-below" seiners operating out of Central American ports and transshipping their catches north.

Two seiners were lost in April, the *Cesare Augusto,* belonging to John and Larry Zuanich, off Panama; and the *Mary D,* formerly the *Western Queen,* sunk in the Gulf of California.

Some of the principal participants in the Fisheries Council meeting in Ottawa. From left, R. G. Smith, F fax, retiring president; Hon. James Sinclair of North Vancouver, Canada's Minister of Fisheries; R Hon. Louis St. Laurent, Prime Minister of Canada; Francis Millerd, President of the Council; Hon. Go Bradley, Secretary of State for Canada; and Stewart Bates, Deputy Minister of Fisheries for Canad

CANADIAN INDUSTRY

Seeks Easier Trade Facilitie

Expansion of international trade is the Canadian fishing industry's best guarantee of stability, in the view of speakers at the annual meeting of the Fisheries Council of Canada, held in Ottawa, April 21-23.

Significant among the resolutions adopted by this influential organization were those stressing the need for continued sales of Canadian fish products in the United States and facilitating export business with the sterling areas.

"Whereas the United States is a traditional market for large quantities of Canadian fish," ran one resolution, "therefore be it resolved that the Fisheries Council request the proper Federal Government authorities to continue every endeavor to maintain for the Canadian fishing industry this important market."

Another resolution warned that the Canadian industry would face serious loss in exports if the United States were to increase its tariffs and other import restrictions, especially at a time when so many other export markets have been lost to Canada owing to exchange and other difficulties. The Canadian government was urged to continue its search for a solution of the sterling exchange problem and press for a relaxation of United States tariffs "with the object of increasing trade between our two countries and world trade generally."

Francis Millerd, founder and president of Francis Millerd & Co., Vancouver, B. C., was signally honored by being chosen to serve as president again. He relinquished the presidency barely a year ago, to be succeeded by Ronald G. Smith of Halifax, who retired in favor of the West Coast operator. Another British Columbian was elected a vice-president—H. Norman Hyland, director and general sales manager of B. C. Packers, Vancouver. Gordon O'Brien is manager.

Directors representing the Pacific Coast are: O. B. Alexander, J. H. Todd & Sons; R. Nelson, Nelson Bros. Fisheries; John M. Buchanan, B. C. Packers; R. E. Walker, B. C. Packers; R. T. Hager, Canadian Fishing Co.; H. Borden Smith, Canadian Fishing Co.

It was announced during the meeting that a number of Canada's leading fish fillet producers have indicated their willingness to participate in and contribute to the cost of a special advertising and promotional campaign to expand the sale of fish fillets in the United States. Canadian fillet producers will join with American producers and European exporters in financing such a program, the groundwork for this campaign having been laid during the N.F.I. meeting in Washington, D. C.

Resolutions aimed particularly at the problem of hydro-electric power competition with fisheries in British Columbia were passed by the Council. One of them referred to the need for protection of fisheries in the west coast province from industrial development utilizing water resources and pointed out that present legisla had been "entirely ineffective." Canadian government was urge obtain fuller recognition of the fis ies by government and private a cies charged with utilization of in water resources and amend the p ent Fisheries Act to impress on w users their obligations to protect fisheries. It was also asked that cient funds be made available for entific agencies to carry out neces fundamental and technological search, specifically in the field r ing to the safe passage of fish high dams. The British Columbia ernment was also asked to pro similar safeguards.

Principal guest speaker was Fis ies Minister James Sinclair, who he felt that he had the most i esting job in the Canadian ca and one with the greatest chall for accomplishment. He stressed importance of continuing resear

"Our scientists have pierced mysteries of the atom," said Mr. clair, "but still know very little a deepsea movements. The first co to really acquire this knowledge have the resources of the high three-fifths of the world, as its o What a tremendous prize! We in eries are aware of the chall aware too that some nations, pa larly Norway and Japan, are ahead of us in this respect."

Mr. Sinclair lauded the Sockey halibut treaties on the Pacific co indicative of the effective cons

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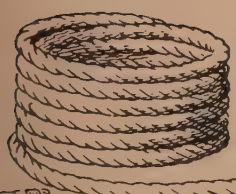

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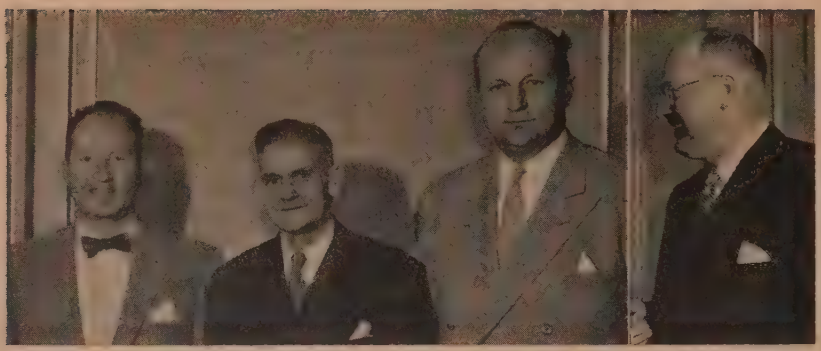

H. Norman Hyland, B. C. Packers, vice-president; J. Macdonald, secretary, Fisheries Association of B. C.; R. T. Hager, Canadian Fishing Co., director of the Council; and Gordon O'Brien, manager of the Fisheries Council of Canada.

tion work that could be accomplished through foresight and international co-operation.

Charles D. Alhadeff, past president of N.F.I., was given a hearty welcome to Ottawa and in his speech discussed the importance of merchandising fish products. "There is no problem of markets," he said; "no problems of cost, no question of competition which a one-pound rise in North American per capita consumption of fish would not cure."

Mr. Alhadeff pointed out that while Canada's population was only 9 percent of the United States', the Canadian catch of marine fish—over a billion pounds yearly—was 27 percent of the total catch in the United States and Alaska. Of this total, 67 percent was exported to the United States.

J. Levine, of Steinberg's, Ltd., Montreal, said the fishing indu had lagged behind some others in chandising their product and he stanced the success of campaign developing poultry and grocery through emphasis on such point packaging, nutritive value, visua peal, etc.

Defense of the industry was of by R. J. Smith, who said that in tive had been shown in marke "Perhaps we aren't doing all should," he said, "but we have something." Andrew Cunningha National Sea Products, Halifax, p ed out that the per capita cons tion of fish in Canada had adva from 11 pounds two to three years to between 13 and 14 pounds t an increase of some 18 percent, wh as per capita consumption of foo Canada had increased only 15 per over the same period.

Difficulties experienced by the dustry in British Columbia last were reviewed by George J. A ander, deputy minister of fisheries the province. "The outlook for coming fishing season is again cl ed, to say the least," said Mr. A ander. "Labor problems will large again. Canned salmon p will have to come down substant to meet competition of protein f But the cost of operating fishing remains high and therefore the ermen will resist any attempt to l fish prices. The operator is caugh the squeeze, with offshore mar problematical, competitive food p tending lower and production firm or tending higher."

Mr. Alexander congratulated West Coast industry on selling a large proportion of its canned mon pack in Canada and on ge Britain back into the market fairly substantial scale.

Alaska Labor Contracts Similar to Last Year's

Alaska salmon prices and wage negotiations and settlements are considerably ahead of last year as *Pacific Fisherman* goes to press.

Settlements have been patterned after last year's contracts with the major changes appearing in the health and welfare clauses. With these changes contracts have been signed renewing last years agreements.

Cannery operators have been proceeding with outfitting and preparatory work right on schedule for the various openings on the basis that all agreements will be in order by opening days.

So far, no settlement has been made with either of the Bristol Bay fishermen's unions. Copper River, which opened on May 1, is still tied up with no agreement on fish prices in sight for the immediate future. Negotiations are going on in Cordova and, in all probability, will be concluded by the time this appears.

At last reports there were still quite a number of contracts on fish prices in Alaska yet to be negotiated, according to industry spokesmen.

Jack Mackerel Fishery Shows Spring Spurt

After three months of activity that produced only 1,152 tons of raw material, Southern California's mackerel fishery picked up sensationally in April, fishermen unloading 7,131 tons at Los Angeles-Long Beach canneries.

To April 1, the industry had packed only 35,308 cases, the large majority —in fact, practically all, as in the case of April's yield—being Jack. The Pacific mackerel fishery has all but ceased to produce. April's production shot the case mark almost to 200,000 for the year, considerably ahead of the same period last year.

With Jack mackerel being found all along the Southern California coast, most of Los Angeles Harbor's small seiners were engaged. Price for Jack mackerel, round, was $70 per ton. For the scarce Pacific packers were offering $80.

The delivery of anchovies was good during April with 3,119 tons unloaded; 92,351 cases packed.

Some herring was trucked down from northern ports to be processed for pet food, this amounting to around 200 tons.

Calif. Sportsmen Defeat Mexican-Caught Fish Bi

Powerfully-organized sportsme feated a bill in the California legislature last month to which ne the Izaak Walton League, no California Fish & Game objected bill, which died in committee, w continue to permit commercial ermen to bring in white sea bass yellowtail, taken in Mexican wa

Assemblyman Vincent The (D-San Pedro) had offered the permitting small-boat operator bring in Mexican-caught bass and lowtail for fresh-fish market sa San Diego and Los Angeles.

Also in the bill was a claus permit commercial fishermen in fornia waters to take up to 1,00 each of yellowtail and white sea for each person on the vessel, total of 5,000 lbs., between May August 31. Present limits are 50 per person, or 2,500 lbs. per which has been effective since 1

Tuna experts, with one of the out-size, breeding-mature Yellowfin tuna taken on long-line gear fished with dead bait in the vicinity of the Galapagos Islands by the California research vessel "N. B. Scofield," operating on a mission for the Inter-American Tropical Tuna Commission. From the left: Bell Shimada, tuna commission biologist; Sam Okamura, Honolulu expert in long-line fishing; Feenan Jennings of the Scripps Institution of Oceanography; Dr. M. B. Schaefer, director of the tuna commission's research. — San Diego "Union" photo.

alapagos Long-Lining ields Out-Sized Tuna

na biologists got a thrill this g when the California research l *N. B. Scofield,* operating in the ty of the Galapagos Islands on ission for the Inter-American cal Tuna Commission, caught very large, sexually maturing, wfin tuna on Japanese set-line fished 80 to 100′ below the sur- and baited with frozen fish.

far as known, this is the first that Yellowfin tuna have been with set line gear so far east in acific; and the first time that wfin nearing the spawning con- have been taken in the vicinity e Galapagos. The fish taken d from 150 to 350 lbs., and were larger than the commercial tuna t in large numbers by clippers ng with live bait on the surface e same waters which yielded exceptional fish.

restingly, set line operations by the *Scofield* further to the east, in the outer reaches of the Gulf of Panama, failed to find fish.

Also caught was a giant marlin weighing close to 800 lbs. Bell Shimada, scientist for the Inter-American Tropical Tuna Commission, said the tuna were taken at depths between 80 and 100′ on Japenese long-line gear. This method utilizes 1,000′ of main lines suspended from buoy floats. Each main line fished six hooks with gangions varying in length, which were baited with dead fish. The fishing operations were directed by Sam Okamura of Honolulu, an expert in Japanese long-line fishing.

The existence of the giant tuna in deep waters of the Eastern Pacific was predicted by Dr. M. B. Schaefer, director of the Tuna Commission. Schaefer based his prediction on experiences gained in studies of the Japanese and Hawaiian tuna fisheries. Until the voyage of the *Scofield,* the big deep-swimming tuna had not been taken in the eastern Pacific.

Robert Wilson, California Fish and Game Biologist, reported that both Yellowfin and Big-eye tuna were taken on the voyage. In the waters between 10° north and 4° south and west of the Galapagos Islands, tuna were taken at the rate of 4 fish per 100 hooks. This is about the same rate as the Hawaiian long-line fishery and better than the average Japanese long-line fishery. The study of the deep tuna was important in determining whether these fish actually represented the breeding stock of the younger and smaller tunas taken in the commercial fishery. Scientists accompanying the cruise reported many of the fish to be potential breeders.

The cruise was sponsored by the California Department of Fish and Game, the Inter-American Tuna Commission, and The Scripps Institution of Oceanography.

Along with its long-line studies, the California Department of Fish and Game is getting into full swing on a tuna-tagging program. Harold Clemens, a biologist who accompanied the tuna clipper *Intrepid,* was reported to have tagged close to 1,400 tuna in Central American waters. The Californians are using plastic spaghetti-like streamer tags in their studies.

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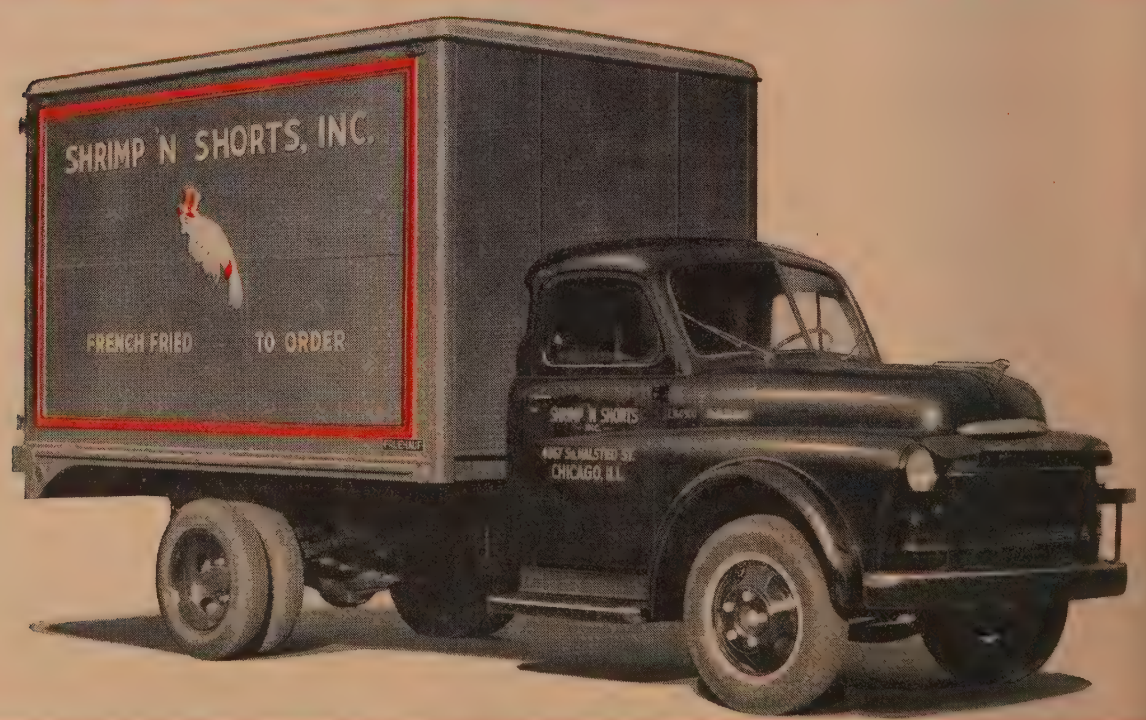

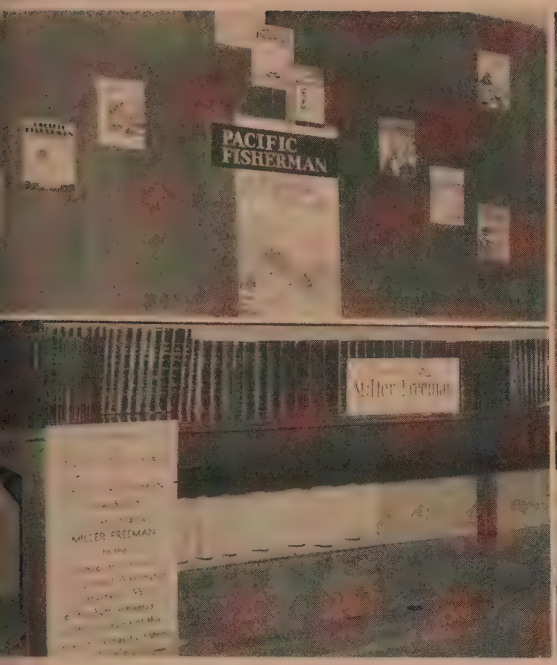

nd volumes of "Pacific Fisherman" are displayed at presentation ceremonies at the School of Fisheries, ersity of Washington. Left to right, Miller Freeman, publisher of "Pacific Fisherman"; Dr. Richard Van e, director of the School of Fisheries; and Dr. Henry Schmitz, president of the University of Washington.

ifty Years of *Pacific Fisherman* Presented

niversity of Washington by Miller Freeman

a simple ceremony at the Uni-y of Washington Fisheries ry on April 15 Miller Freeman, sher of *Pacific Fisherman,* pre-d a complete set of bound vol- of *Pacific Fisherman* and the c *Fisherman* Yearbook to the rsity.

ile making the formal presenta-Mr. Freeman introduced his re-s by saying "these volumes em-the past fifty years, from 1903, the commercial fisheries were n the eve of transition from an ld handicraft industry to the modernized operations of to-brought about by engineering nechanical advances."

ey make an authentic record can best be preserved in the appropriate place possible—the y of the Fisheries School of the rsity of Washington."

roughout all these volumes re-n students will find a uniform n of policies of *Pacific Fisher-* and all other Miller Freeman cations. We regard freedom of n not only as our constitutional right, but a responsibility. Constantly our efforts have been to contribute toward the permanent welfare of the industry."

"Fifty years ago commercial fishing was conducted almost wholly adjacent to our shores with the fishing boats propelled by sweeps or sail. Today, activities in the fisheries are being extended to every part of the Pacific, participated in by all the nations within its perimeter."

"There was little in the way of effective regulations. Although the fisheries of Alaska were administered by the Federal Bureau of Fisheries, it was largely a question of policing, superficially done. It became apparent to us that it would be necessary to develop the basic facts through scientific research. This explains the logic of our alliance with the University and all other leading Pacific universities."

Accepting the volumes for the University both Dr. Henry Schmitz, president of the University, and Dr. Richard Van Cleve, director of the School of Fisheries, spoke well of the work done by Mr. Freeman in behalf of the fishing industry.

Dr. Schmitz, in his brief response to Mr. Freeman's speech said that it was Mr. Freeman who was the father of the school of fisheries although the late Dr. Henry Suzzalo was generally given credit for establishing the school.

Dr. Richard Van Cleve, director of the School of Fisheries at the University accepting for the Fisheries School said that he felt that this was a priceless gift, more than just a file of magazines. He said that he believed that this is the only instance he knew of where a magazine has made such a presentation to a University. "I doubt of there is a single fisheries biologist who does not use *Pacific Fisherman* as a regular reference. This is the quality of the magazine we are dealing with," Dr. Van Cleve said in concluding his remarks.

The complete file of volumes are now part of the fisheries library at the University where future generations of fisheries technologists of all branches will find them a useful part of their education and training.

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From left: Samuel Levine stands in the Vita Food Products Co., Inc., exhibit. Joseph Desnick, Fist Brokerage Co., Minne-s, and Ray Booker, of the Nova Scotia branch of British Columbia Packers, Ltd. show some Rupert Brand packages. Vaite of Waite Fisheries, Saskatchewan; William Schlader of McInnis Fisheries, Edmonton, and Marathon's Wes Craig, n and John Evans, San Antonio, visit at the Marathon display. Lower Panel: W. S. Heminway, president, Heminway & tt Mfg. Co., explaining the virtues of nylon threads and twines to ladies, left; and in the foreground J. D. Bride, of Hope Netting Mills discusses west coast nylon netting needs with L. R. Fletcher, of the Off-Shore Fishing Vessel Owners Assn., ia. Lee Evans, Package Machinery Co., Springfield, Mass. talks shop with Elwyn C. Hale, San Francisco. The Thermo booth, with Melvin Spitz, Gloucester Lobster Co., Virgil Snyder and M. B. Green of U. S. Thermo Control Co., Minneapolis.

SPLAYS PLAY IMPORTANT ROLE AT N.F.I. CONVENTION

Panel, from left: Bertram D. Fish and Ralph I. Lorimer of the National Supply Co. talk Lister diesels in their Engine Divi-booth. Three Wickwire Spencer Steel Div. men man their booth — Eugene Klingler, Palmer, Mass.; Robert M. Newlin, delphia and H. F. McCarthy, Boston. Modern Maid "Redi-Breader" display with Sam Silverman, president and Mr. and . H. Malaier, field representatives. Lower panel: In the Amerio Contact Plate Freezers, Inc. booth are Jack Mendenhall, Storage Co., Ketchikan; George B. Malton and Karl B. Norton of Amerio; Emanuel Stein (back to camera) Stein Fish Pueblo, Colorado; and P. Amerio. The Linen Thread Co., Inc., was well represented with Ted Dahlstrom, sales manager; E. Richardson, Pacific Coast Manager; M. M. McInnis, Gloucester, and John Hughes, Baltimore. E. L. Matthews, CRPA package superintendent, confers with Ken D. May, Seattle representative of the Western Wax Paper Division.

Captain Cecilio J. Cecilio's 103-foot dragger "Our Lady of Fatima," completed by Liberty Dry Dock Co., Brooklyn, N.Y., and powered by 400 HP Atlas Diesel.

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PACIFIC Fisherman's NEWS

JUNE 1953

gates to the Conference on Fishery Relations between governments of the U. S. and Ecuador, meeting uito this spring. Left to right around the table: Harold F. Cary, American Tunaboat Association; Don- P. Loker, California Fish Canners Association; Edgar Smith, U. S. Embassy interpreter; Thomas J. Ma- y, Warren F. Looney and William C. Herrington, U. S. State Dept.; Dr. Rene Espindola Coronel, presi- of the conference; Dr. Alberto Barriga, Dr. Alfonso M. Loaysa, Marco Vares Donoso, Dr. Milton Mon- talvo; Cesar Roza and Dr. Octavio Donoso, all of Ecuador.

pes High For Renewed Fishing Ecuador Territorial Waters

opening of "territorial" waters cuador to American fishing ves- long a subject of bitter contro- y between that country and the , was seen as a good possibility ving conclusion of a bilateral rence between five man com- es of the two countries at Ecua- March 25 to April 14.

U. S. delegates included, Don- Loker, California Fish Canners iation; John Real, Fishermen's rative Association, Harold F. American Tunaboat Associa- Dr. W. C. Herrington and W. F. y, U. S. State Dept.

Final Act" was signed, and the delegation returned feeling real ess had been made in clearing understandings and were hope- e Ecuadorean government would y take steps, as interim meas- o facilitate fishing operations in y of Ecuador.

Recommended were that fishing licenses be extended to include territorial waters of continental coast (now issued only for the Galapagos archipeligo); interim granting of licenses by radio; that steps be made to determine what modifications may be needed to minimize problems in the territorial waters of Ecuador. Another meeting, this time in the U. S. was urged for the end of May, to deal with a complete agenda on the subject.

MASON CASE MOVES SOUTH

Mason Case, formerly a buyer of fish at Moss Landing, Calif., has been named general manager for two fishermen's cooperatives: that at Terminal Island, the California Commercial Fishermen's Assn. Inc., and the organization functioning in San Diego as the Five Star Fish Cold Storage.

Port of Seattle To Replace Net Shed at Salmon Bay

The Port of Seattle has announced that a new net shed to replace the one recently destroyed by fire will be built soon.

The new shed will be located near the other two new sheds near Emerson Street at Fisherman's Dock.

The fire on April 6 which destroyed the old net shed was somewhat of a blow to a number of fishermen who lost gear. Since that time there has been quite a scramble to get new gear and get it hung in time for the season openings.

B. C. Fisherman Saved From Burning Vessel

Gordon Christian, British Columbia fisherman, was rescued from his burning gillnetter eight miles north of Active Pass April 25 by the crew of the Canadian Pacific ferry ship *Motor Princess.*

Christian's predicament was noted by a Trans-Canada Airways pilot who radioed the burning boat's location.

ty of Chinooks Wash. Trollers

hook salmon landings at Ilwaco, ington took a spurt just before time, with a sizeable number of s landing good catches.

boats reported 27 tons of fish prices at 37 cents on the open t. The troller *Ernest Kaki* t in 2700 pounds in one trip.

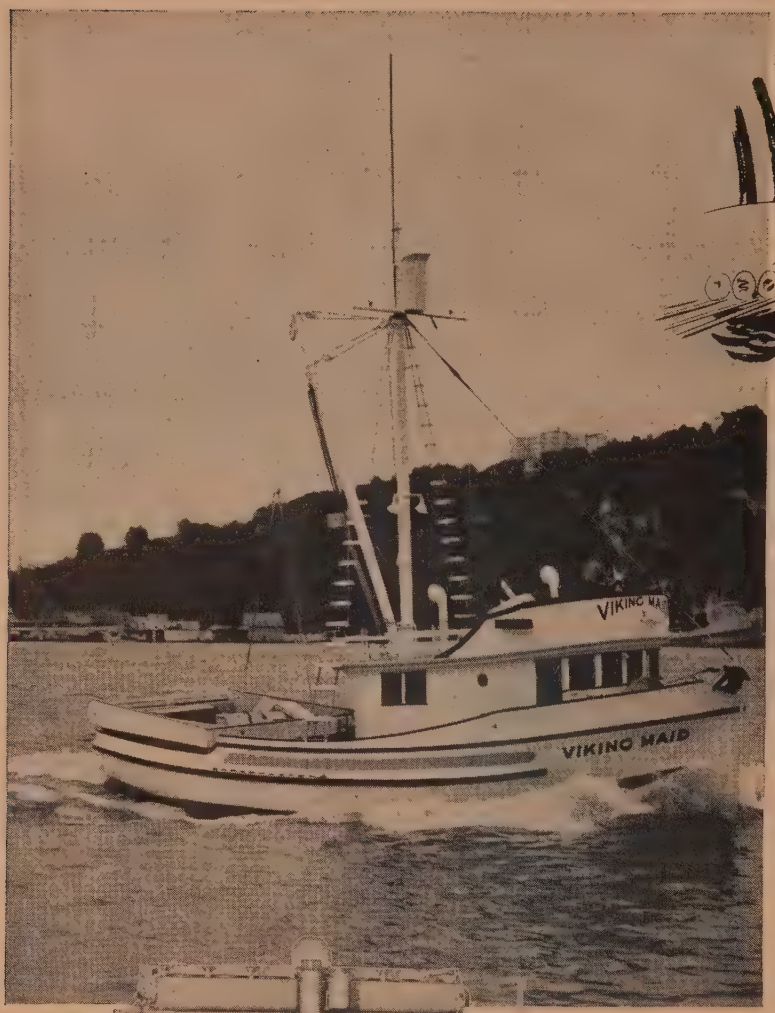
Monterey Fleet Goes South

Most of Monterey's fleet left early last month for San Diego and way points to fish mackerel, where prices are reported to be around $70 per ton.

The Monterey fleet now consists of about 26 purse seiners. During the height of the sardine season 10 years ago, as many as 80 purse seiners were in port. Two years ago the fleet was about 40 boats.

Salmon Bring 23c Lb. In Early Calif. Fishing

When northern California's troll salmon season opened May 1, price to fishermen was 23c round for the first three days, it was reported. It was expected that later the price might be adjusted upward or downward, according to the size of fish caught, size of catches, etc.



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Boat Builder and Owner

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Pacific Fisherman's NEWS
, 1953 Volume 51, Number 7

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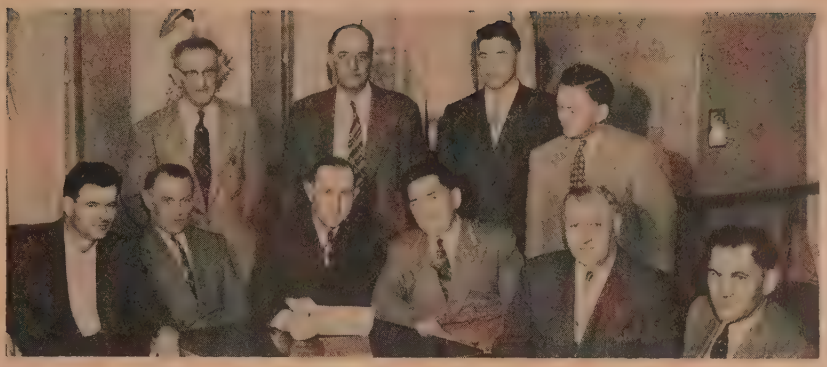
C. Fishermen Ask ge To Set Chum Price

e United Fishermen and Allied
kers Union in British Columbia
sked County Court Judge Joseph
earihue to fix the minimum price
Chum salmon at 9 cents instead
cents which most of the fisher-
received for their catch last Fall
the companies.

dge Clearihue has been acting as
licator in the dispute under the
s of an agreement signed last
between the union and the B. C.
eries Association. Should the
n win its case, 4500 fishermen
d be reimbursed a total of about
000.

e union claimed that some U. S.
anies and a few small Canadian
erns paid 9 cents. The associa-
on the other hand, argued that
d to bear the risk of marketing.



New executives of the Fishing Vessel Owners Association of B. C. for 1953, elected at the 11th annual meeting in Vancouver on April 14, are: (left to right standing), Charles Clarke, director; Matt Martinolich, vice-president; Helge Skarpnes, president; Harold Christenson, secretary. Seated (left to right), are: Tony Boroevich, Hans Stoilen, Norman Gunderson, Joe Gregory, Karl Arnet and Richard Martinolich. Completing directorate, but not pictured is Andrew Christiansen.

Not Much Change in 1953 Halibut Regulations

The International Fisheries Commission had just announced at press-time 1953 regulations applying to the catching and landing of halibut on the coasts of the United States, Canada and Alaska.

These regulations are almost identical to those of 1952 except as to periods of fishing.

The coast is again divided into eight regulatory areas. Area 1A includes the waters south of Cape Blanco, Oregon. Area 1B lies between Cape Blanco and Willapa Harbor, Washington. Area 2A includes those waters between Willapa Harbor and Cape Spencer, Alaska, that are not contained in Areas 2B and 2C. Area 2B includes the waters in southern Hecate Strait, off British Columbia. Area 2C includes the waters between Cape Addington and Dixon Entrance, off Southeastern Alaska. Area 3A extends from Cape Spencer to a line running offshore from Bold Cape through Caton Island of the Sanak Islands group. Area 3B extends between the Bold Cape-Caton Island line and a line running true west from Cape Sarichef on Unimak Island. Area 4 includes those waters of the Bering Sea lying north of the Cape Sarichef line.

Catch limits are placed on Areas 2A and 3A only. These are 25,500,000 pounds and 28,000,000 pounds, respectively. No catch limits are set for Areas 1A, 1B, 2B, 3B and 4.

The fishing season is opened in 1953 on May 17, except in Areas 2B and 2C which are opened for 10 days fishing commencing on July 31, and in Areas 3B and 4 which are opened for 25 days fishing commencing August 5. The season ends in Areas 2A and 1B when the Area 2A catch limit is taken, and in Areas 3A and 1A when the Area 3A catch limit is reached.

Set line vessels may again secure permits to retain for sale one pound of halibut with each seven pounds of other salable species of fish caught incidentally while fishing for other species during a limited period after closure of the areas to halibut fishing. The winter closed season, the closure of the Masset and Timbered Islet nursery areas throughout the entire year, and the 26-inch minimum size limit upon the halibut that are landed, are continued.

Bull Mathsen, Inventive Fisherman, Now Fishing

Bull Mathsen, the colorful fisherman with the inventive turn of mind, stopped by to pay his respects to *PFN* and to report that he has been spending the last year or so in Alaska.

Bull has gone back to fishing after a time ashore as the developer and seller of a purse seine accessory. This time he acquired a 26' gillnetter and rebuilt it into a small troller. The "Bull Mathsen" fished Southeastern waters two seasons and is now about to head north for a third try. Before Mathsen goes fishing this year, however, he will make a tour as second officer of the fisheries patrol vessel on Bristol Bay.

Fishermen Not Always Deferred from Draft

Los Angeles Harbor's draft board office recently made the announcement that fishermen do not automatically qualify for draft deferment. The announcement was made, the office said, because many fishermen believe they are automatically excused from draft because of their occupation. All occupational deferments are based on the essentiality of the registrant in the industry within which he is employed.

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SAN DIEGO BITE-SIZE ITEMS

ARY E. PETRICH and the TE SEAS at the end of April a tandem tow for the Star and cent tug *Challenger*. First, the had the *Petrich* on the way to Diego when the *White Seas* was ed rolling in a heavy swell with engines disabled south of Cape Lucas. After the tandem tow was olished, the *Challenger* received rs to tow the *White Seas* to a safe orage and hurry home with the ich, which was done. Pacific Tow- & Salvage Company's *Kanak* re- ed the *White Seas,* along with ner disabled tuna clipper, the *nt,* to port. The *Valiant* was ed up at Magdalena Bay . . . e *Sea's* tuna is destined for Van p; that of the *Valiant* for Cali- a Marine Curing and Packing . . . other Pacific Towboat's tug res- the *Mona Lisa* just in time—the ic *Atom* placed pumps aboard 25' clipper in the early morning pril 30 only 14 miles southeast of Angeles Harbor breakwater. t Guard officials had reported the neroom of the clipper was flooded. e were 250 tons of tuna aboard, l by the prompt action of the ic *Atom.* Joe Correia of San o is skipper of the boat. While pumps kept the clipper afloat, the tuna was unloaded at French Sardine Co. on Terminal Island . . . Bethel Purtle and his crew, Vincent Winters, succeeded in beaching the *Dream Girl* when the 30' boat threatened to founder on a trip from San Diego to Newport. The craft was not damaged and the two men were uninjured . . .

Seven tuna clippers unloaded at San Diego the last weekend of April: *Antoinette B, Paramount, Hornet, Ruthie B, St. Mathews, Liberty Bell,* and the *Historic.* Sailings that weekend included the *Saratoga, Constitution* and *Victory* . . . a freak accident involving two tuna clippers sent both boats to drydock for repairs in San Diego—the *Seafarer,* after shearing her propeller from the shaft and before being brought under control, struck the clipper *Columbus* a blow along the guard rail, bounced off Shepherd Marine's dock and then struck the dock of Fisherman's Marine, snapping a piling . . . Harbor Boat and Yacht has the *Seafarer;* Campbell Machine, the *Columbus* . . .

HISTORIC made a record-breaking 28-day voyage, ending in April, returning with 240 tons of tuna . . . *Constitution* has completed her most successful trip since she was commissioned about a year ago . . . On the other hand, the *Mermaid* took 100 days at sea to return 160 tons to her cannery . . . *American Beauty* in April had caught only 40 tons from 80 days' fishing . . . the former *Yvonne,* re-named *Manabi,* foundered off Peru Feb. 5, it is reported . . .

SARATOGA'S mid-April delivery of 285 tons of tuna was taken in 72 hours, it was reported when the vessel landed at San Diego — the clipper fishes for French Sardine Co. . . . San Diego's tuna fleet has been asked by the California Fish and Game to be on the alert for tuna which it has recently tagged . . . Sverre Jangaard's *North American* has a new Universal Unimite engine, 65-hp., supplied by Shepherd Marine of San Diego . . . Pete Szalinski, now fishing again on the *Mariner,* has put a new Chrysler-powered Kettenburg tuna tender on his clipper.

A 17' tuna tender has been delivered to the San Diego tuna clipper, **Portuguesa** by Driscoll Bros. Boat Works. The powered net dory is driven by a Model 115 Gray, 6 cyl. engine, with Gray hydraulic controls, reverse, choke, starter and throttle all contained in one unit. The engine was supplied by Nuttall-Styris Company, San Diego Gray distributors.

R. C. Angle, well-known fisherman and owner of the **Millica Ann** out of San Pedro, has installed a Bendix DR10 depth recorder on his Albacore boat. Dick Watson, new manager of Shepherd Marine's San Pedro branch, sold the unit.

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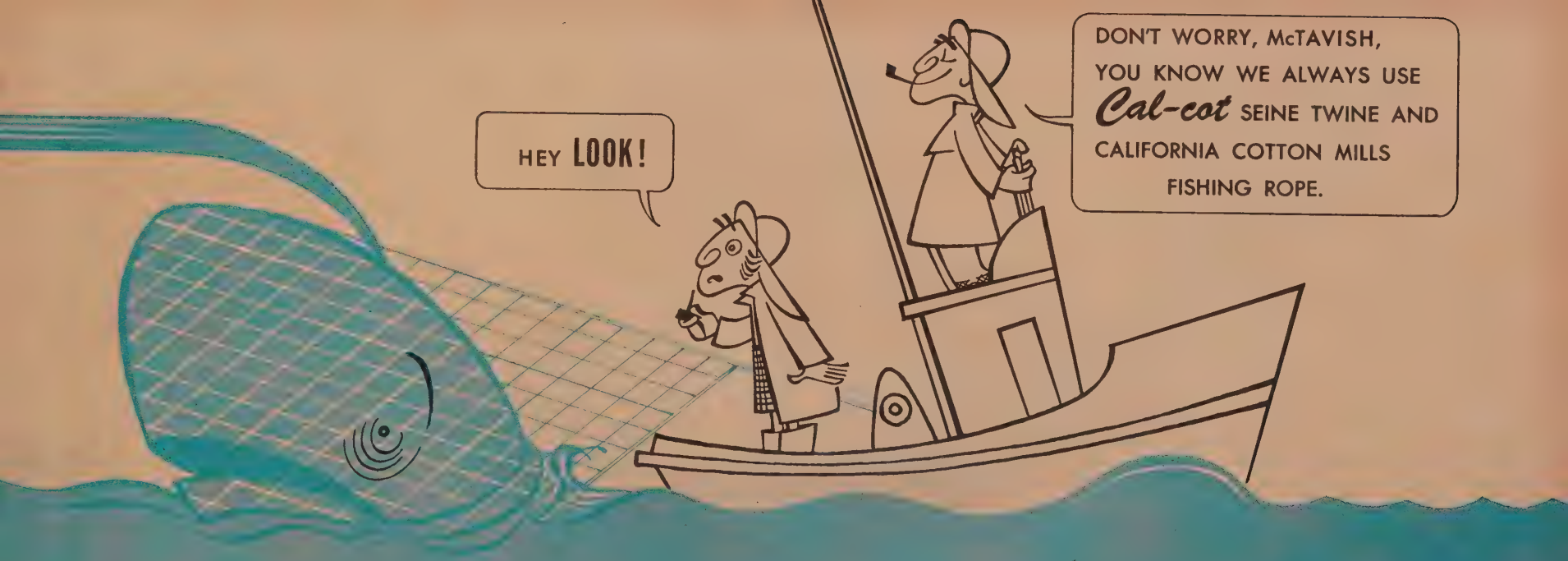

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Fort Bragg Findings

. F. Grader, well known in the ornia fish industry, and who not ago put a fish reduction plant ıe boat works formerly occupied .. Mauricio at Noyo Harbor, Fort g, Calif., has expanded his busi-

e has organized the Grader Fish and has taken over the United Co. plant formerly operated by ık Hyman at Noyo Harbor. At plant Mr. Grader will receive on, crab, and Albacore.

lmon will be mild cured under the tion of Mel Davis, an old timer e business.

ıe fishing industry at Fort Bragg, ., is glad to have the Noyo River oach to the Noyo Harbor, dredged, the rock that was in the fairway n out.

pth is now 11′ on the bar at low The U. S. Coast Guard is going ation an 83′ patrol boat at Noyo or. Piles are being driven oppo- Dan McRae's Fort Bragg Marine, ral Petroleum Marine service sta- where the craft will be moored.

e Noyo Harbor District is also ng more piles for the mooring of boats.

y Welsh, former Fort Bragg boat r and fisherman, and union lead- ıas gone into the sport fishing ıess under the name of Lucas & h Sportsman's Dock at Noyo or.

ey have a dock 90′ long with a ee, operate two sports fishing , the *Beulah* and *Wee Lassie*, powered with Graymarine en- , sell Martin outboard motors, row boats and outboard motors, bait and fishing tackle, and op- a sportsmen's cannery and ehouse.

L. "Bill" Westfall, operator of Coast Engine & Machine Co., Bragg, recently sold and installed neral Motors Detroit 3-71 diesel te in the troller *Don Mori* owned rank Haun, Fort Bragg.

Bill also put on a new Michigan propeller, shaft, and a Wood Freeman Iron Mike.

For their own account Makela Bros., Noyo Harbor, Fort Bragg, boat builders are building a 50′ x 15′ combination boat. The craft will probably be powered with a GM 6-71 diesel engine.

The trawlers *Franklin, City of Bari, Sportsfisher II, Mary LaRocca, Western No. 1* and *Georgine M.* are all fishing for the Noyo River Fish Co., Fort Bragg.

The many friends of E. C. "Gene" Thompson, 47, builder and operator of the Noyo Ice & Cold Storage Co., Noyo Harbor, Fort Bragg, Calif., were grieved to learn of his death in Lodi, Calif., last month after a long illness.

Mr. Thompson specialized in supplying ice for fishermen, and also had a machine shop in connection with the ice business. He built the plant in 1946. He leaves a wife, who will continue the business, and a daughter.

Friends of Walter Gordon, 56, veteran Fort Bragg, Calif., fisherman, and skipper of the troller *Walmar G.*, were saddened to learn of his death recently. He leaves a wife.

Salmon Season Gets Under Way at Eureka

Start of the 1953 salmon season along the northern California coast, as of May 1, found approximately 150 small boat operators at Eureka ready to begin operations, with similar activity underway at Crescent City, Trinidad and other north coast points. The season this year continues until September 30, the same as last year, the period having been "ballooned" at the end by legislation two years ago.

Salmon fishermen were being advised by the State Division of Fish and Game that commercial size limits this season are the same as last year: minimum of 25″ for silversides; minimum of 26″ for Kings or Chinooks.

At Eureka, a number of local fishermen were converting from crab to salmon gear. Indications were that the Humboldt Bay fleet would be swelled by boats from other coastal points as the season progresses.

Bits from the Bay

San Francisco fishermen were getting the Alaskan fever last month, as they were getting set to head northward to fish for the Alaskan canneries. Among them was Salvatore Taormina, 74, and still going strong. He and his son Frank fish for Alaska Packers Association at Naknek. This will be Salvatore's 54th season fishing in Alaska, and his son Frank started in 1932. But the family fishing history in the north started earlier than 1899 when Salvatore first went with *his* father, Richard, because Richard, Frank's grandfather started in 1888.

During the sardine season, Frank, the grandson, fishes on the Monterey purse seiner *A. A. Ferrante.*

The well known San Francisco trawler *Alex Paladini,* owned and operated by A. Paladini, Inc., is getting a new rudder, new Doran propeller, and new winches at the Sausalito Shipbuilding Co., Sausalito, Calif.

The troller, *Katherine B.*, owned and operated by Gilbert Charles, Seattle, is being repowered at the yards of Madden & Lewis, Sausalito, with a GM 6-71 diesel engine.

Benny Pignatti dry docked his San Francisco trawler *Admiral King* at Anderson & Cristofani's San Francisco yards last month for a general overhaul. Benny is fishing out of Crescent City.

El Cerrito, Monterey purse seiner, owned and operated by Sal and Frank Cerrito, is also undergoing reconditioning at Anderson & Cristofani.

The well known Monterey purse seiner *Sea Traveler* formerly owned by Joe Crivello, has been purchased by Jack Crivello, San Diego, and renamed the *Sun Star.*

Considerable damage was done to the Monterey purse seiner *Santa Anna,* skippered by Joe Lucido, when she struck a rock off San Clemente Island.

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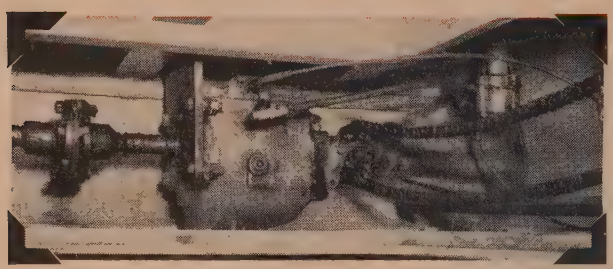
STANDARD ENGINEER'S REPORT

DATA

LUBRICANT	RPM Gear Lubricant
UNIT	Fishing boat — "Jimmy Boy" transmission & differential
OPERATION	Hoisting nets
CONDITIONS	Heavy drag on gears, salt water
OWNER	Frank Iacono, San Pedro, Calif.

Wear cut in net-hoist gears under tough conditions



THIS GEAR ASSEMBLY, lubricated with RPM Gear Lubricant, is used to operate the net-hoist on the Fish Boat, Jimmy Boy, owned by Frank Iacono, San Pedro, Calif. Located under the deck, the gear case is often completely surrounded by wet fish and dripping salt water. Since using RPM Gear Lubricant, however, there has been no appreciable gear or bearing wear of any kind.

THE JIMMY BOY is 37½ feet long with a 12 foot bea and is powered by a 3 cyl. GMC diesel. She fish at night, mostly for mackerel and sardines.

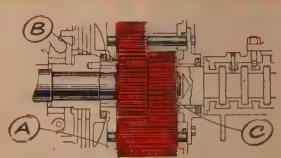
HAULING IN SEVERAL TONS of fish every night is the job of this gurdy, here demonstrated by Mr. Iacono, who says, "We use RPM Gear Lubricant in both our net-hoist gears and the transmission on our engine, and never have trouble of any kind." Lubricant in the hoist gear assembly is changed about every six months. Rollers are used to help keep nets clear of gunwale.

REMARKS: Because RPM Gear Lubricant has very high oiliness qualities and stability, provides a tough lubricating film, it is especially valuable for the lubrication of all conventional gears in all types of installations. It is also recommended for bronze worm gears. (For hypoids of all kinds, RPM Multi-Service Gear Lubricant is recommended.)

RPM

TRADEMARK "RPM" REG. U.S. PAT. OFF.

How RPM Gear Lubricant reduces upkeep costs on marine gears



RPM Gear Lubricant in marine transmissions will prevent excessive bearing and gear wear. It comes in viscosity grades to meet all conditions.

A. Contains foam inhibitor—prevents retention of air whipped into lubricant by gears and building up pressure.

B. Oiliness compound helps provide tough lubricating film—withstands shock and over loads and prevents wear.

C. High resistance to oxidation prevents thickening; assures lubrication in extreme temperatures.

STANDARD TECHNICAL SERVICE checked this prod performance. For expert help on lubrication or f problems, call your Standard Fuel and Lubric Engineer or Representative; or write Standard Company of California, 225 Bush St., San Francis

STANDARD OIL COMPANY OF CALIFORNIA

toria—
New Boats, New Equipment

lthough the bottomfish industry been in somewhat of a lethargy Astoria trolling fleet has shown ivity and enthusiasm, envinced by installation of new engines and lding of new boats. Carl Forsberg Puget Island recently had his new -built boat powered with a Nordg Knight 145-hp. engine. Charley n, Wauna, Oregon, got installation a Nordberg Marlin, 110-hp. The mer Johnson Boat Shop of Puget nd, Wash. made installation for E. Martins boat, at St. Helens. Hans rula, Wallace Station, Wash. ipped his troller with a Nordberg ght and George Severson, also a Knight in his new boat being t at Columbia Boat Building Co., oria. All installations were made ough Oregon Marine Supply Co.

harles Wilson, of Garibaldi, Ore., his troller, *Lurline* at the Henkson Boat Yard for installation of Ekolite Depth Finder, from Engd Marine Supply Co., Astoria. John ajarvi also had a 100-fathom Eko- Indicator for his troller, the *ike,"* of Astoria.

new depth indicator, recently put by Bendix Aviation Corporation proved very popular with trollers he Columbia River area, and Ore- Marine Supply Co. announced inlation of the new 100-fathom D 1-1 th Finder on the *Alma H.*, Conrad merson; Matt Olson's *Kurt; Mary* Geo. Potreck; *Kayak*, Jack Gam- *Garbo*, M. H. Herlin; the *Seneca*, man Autio; Ray Wilson's *Olivia;* Maki's *Starlight*, and the *Paul*, n Lane; *Merikoti*, Vic Moilanen, the *u II*, Tom Halverson and the *Titan*, ied by John Sandberg. The *North- Light*, recently purchased by nard Haga, who brought the ves- up from Eureka when Haga obed it from Leonard Maki, former oria troller, now in the newspaper ness, has also been equipped with 1-1 Depth Indicator.

. RP. A., with a tentative program of building a number of 30′ gillnet boats for their Bristol Bay fisheries, has acquired 13 Nordberg Arrow Engines, 95 hp., from Oregon Marine Supply Co., Astoria.

The dragger *Captain Ludvig* operated by Arthur L. Anderson, recently underwent an overhauling, and is now equipped with a 330 Fathom Ekolite Depth Finder, from Englund Marine Supply Co.

Surecho Depth Sounders have been installed on Milton Johnson's troller *Rex*, on the *Irene, James A.*, and on Jim Suomela's, Bert Bergman's and J. Beasley's trollers, all fishing out of Astoria.

The Ilwaco Boat Bldg. Co. has recently completed a new Monk-design Troller, 38′ long, with 11′ beam and 5½′ draft. The vessel is powered with a Nordberg Knight, 145 hp. engine and will be fishing out of the Columbia River shortly.

Columbia Boat Building Co. of Astoria is building a 32′ bait boat, for Edwin Zukowski of Tacoma, to fish herring in Puget Sound. The boat will be equipped with two Model 6-427 Gray engines, with hydraulic controls.

Fish Products Company, operated by Don E. McPherson, recently moved from its former quarters at 4th & Waterfront, to the former Paragon Packing Co. plant and is engaged in bottom fish operations.

Mr. and Mrs. Eben Parker, Jr. have a son Charles Burton, born April 8. Eben, who is also father of 20-months old Kathy, was happily passing out cigars, while awaiting the completion of the *Jimmy Boy* which was in drydock for minor repairs. Eben is fishing for bottomfish out of Astoria, for Fish Products Co.

EUREKA BOATS GO NORTH

Several boats which had based on Humboldt Bay during the winter and early spring left recently for Washington and Oregon points to cash in on the early salmon operations in those areas. The craft included the *Sea Home*, skipper Dan Kelly; the *May*, operated by Henry Lofvald; and the *General Pershing*.

Eureka Echos

The 103′ dragboat *Donna Mae* narrowly missed complete disaster recently when it was beached at Crescent City with flooded engine room and hold.

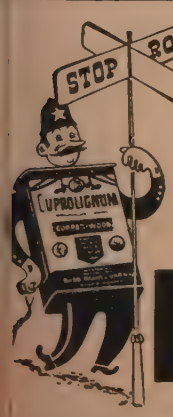
Captain Harold Hunter, skipper, said that the accident occurred when a sea valve began leaking while the vessel was in Crescent City harbor. Hunter called for assistance and the *Lynn Ann*, under command of Captain Herman Foland, Eureka, pulled the disabled craft off the beach and headed for Humboldt Bay, where the two craft were met by a U. S. Coast Guard motor lifeboat and escorted to Fields Landing.

The *Donna Mae* was immediately put up on drydock at the Gillette Marine Ways, where inspection disclosed that damage was relatively light.

Northern California fish processing and marketing concerns were being invited to enter exhibits in the Industrial Show to be held in connection with the Ninth Agricultural District Fair at Eureka's Redwood Acres June 24-28. The Industrial Show will be housed in a mammoth tent on the fairgrounds and is designed to feature all types of industry of the northern California area, including commercial fishing in its various phases.

The 42′ crab fishing boat *Sonoma*, working out of Eureka, recently was towed to port by the Coast Guard after developing engine trouble at sea. John Skille, Eureka, is owner and skipper.

More than 100 fishing boat owners and operators recently presented a petition to the Eureka City Council asking for the installation of metered outlets for electrical power for minor repair work at the Eureka Small Boat Basin. The fishermen pointed out that many small repair jobs could be carried out at the pier rather than putting their vessels on the ways.



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IN ADDITION — NYLOCK *Nylon's special* BONDED *process* . . .

- minimizes knot slippage . . . eliminates excess stretch
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- makes nets much easier to handle since they absorb less water
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* U. S. PATENT NO. 2590586

BONDED NYLOCK NYLON Sample Chart

3 STRAND CABLED TWINE

Size	Yds. Per Lb.	Breaking Strength
34	13,055	4.5 lbs.
46	9,000	6.0 "
69	6,000	9.0 "
104	4,320	13.0 "
139	3,000	17.0 "
208	2,000	26.0 "
277	1,440	39.0 "
346	1,200	45.0 "
415	963	51.0 "
485	828	63.0 "
554	720	77.0 "
624	644	86.5 "
693	576	92.0 "

PLIED SALMON TWINE

Size	Yds. Per Lb.	Breaking Strength
3	2,100	27.0 lbs.
4	1,500	36.0 "
5	1,281	52 "
6	1,017	64 "
7	896	74 "
8	759	84 "
9	667	95 "
10	605	105 "
11	547	111 "
12	509	120 "

Illustrated above and at left are actual sizes of twine. (Other sizes on request)

For further information,

contact your nearest distributor of BONDED NYLOCK Nylon Netting:

NETTING MANUFACTURER	PACIFIC COAST DISTRIBUTOR where stocks are available
R. J. Ederer Co., Chicago, Ill. **Ederer, Inc., Philadelphia, Pa.** **"ROYAL CHINOOK"**	Sunde & D'Evers Co., Seattle—Ketchikan The Beebe Co., Portland and Astoria, Oregon C. J. Hendry Co., San Francisco—San Pedro—San Diego, Cal. C. P. Leckie & Co., Vancouver, B. C.
Paul's Fish Net Co., Chicago, Ill. **"LOCKNOT" (Patented Registered Trade Mark)**	Nordby Supply Co., Seattle—Ketchikan Alfred Puusti & Co., Astoria, Oregon F. J. Cardinalli, Pittsburg, California Canadian Net & Twine Co., Vancouver, B. C.
Adams Net & Twine Co., St. Louis, Mo. **"ADAMS BEST"**	Seattle Marine & Fishing Supply Co., Seattle, Washington Englund Marine Supply Co., Astoria and Newport, Oregon Angelo D'Acquisto—San Francisco, Cal. A. D'Acquisto & Son—Monterey, Cal. Coast Equipment Co., San Diego, Cal.
Fish Net & Twine Co., Jersey City, N. J. **"FISHNET"**	Fisheries Supply Co., Seattle, Washington Davis Cordage Co., San Francisco, Cal. Olsen-Johns Ship Chandlery, San Diego, Cal.
A. M. Starr Net Co., East Hampton, Conn. **"STARRLOCK" (Patent applied for)**	Consolidated Net & Twine Co., Fishermen's Terminal, Seattle 99, Washington

SCOPE and SOUNDER

Monthly digest of present-day pioneering methods and equipment in world fisheries

By PETRALE*

Collapsible Crab Trap

A new type of rectangular collapsible crab trap has been developed by a Canadian fisherman, Mr. Jack Sephenson, of Nanaimo, B. C. Details of the construction of the trap have been reported in a recent issue of the Progress Reports of the Pacific Biological Station at Nanaimo. The collapsible trap is constructed in much the same way as the regular rectangular trap, except that in place of the four corner supports, it has a singular removable center support. When the support is in position, the trap is expanded and ready for fishing, but by one easy motion, the support can be removed and the trap collapsed. The collapsible traps were tested and reported to stand up under hard usage in fishing and to fish equally or better than the regular rectangular traps. This type of trap is generally fished in protected waters as ocean crab fishing requires a heavy, sturdy trap. However, it is believed the center support principle could be used for the circular ocean traps.

Rockfish

The Pacific Coast rockfish fishery, which includes the Pacific ocean perch and the so-called "snappers," has a component part off the Japanese Coast and the North China Coast. Rockfish find a ready market in many Japanese seaports and are fished by both trawl and longline boats. Fishery observers who have visited the Japanese markets report that the rockfish average somewhat smaller than those usually landed in Pacific Coast ports (except for perch); however, they closely resembled West Coast fish. The only other region in the world where rockfish of the same type as those taken off our coast are reported to exist is off the Peruvian Coast.

Petrale will attempt to answer questions from readers; and will welcome correspondence relative to developments which fishermen may consider worthy of inclusion in future editions.

Comments, questions and contributions should be addressed to: PETRALE, Care *Pacific Fisherman's News*, 71 Columbia St., Seattle 4, Wash.

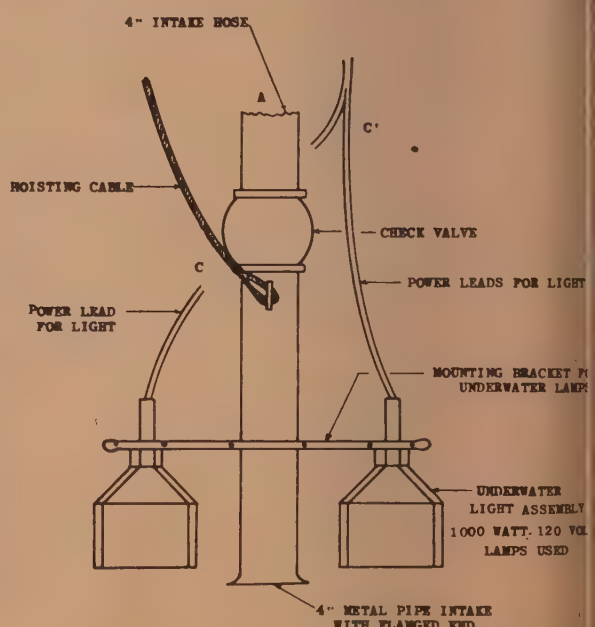

Diagram showing "Fish Pump" intake assembly. Fish were pumped through hose into a receiving tank.

Fish Pump

To determine the possibilities of catching small bait fish without the use of customary types of fishing gear, the Fish and Wildlife Service has made a series of experiments with a novel "fish pump." The equipment consisted of a four inch bladeless impeller pump with a special lighting arrangement. (See figure). The tests were carried out aboard the F. W. S. *John N. Cobb* during September and October 1952. To operate the pump, the boom of the vessel was swung outboard to clear the rail by approximately five feet. When the boom was in this position, the intake portion of the hose with the lighting arrangement were lowered into the water to a depth of about 5′ to 8′. The intake hose was generally fished perpendicular to the surface of the water while two 1000-watt lamps were burned continuously. A report of the results of the test by J. G. Ellson of the FWS said that of eight trials, all but one caught fish. The tests were usually made for periods of 10 hours during hours of darkness. Catches of fish consisted of small smelt, herring, tom cod, rockfish, and squid. One test run for a ten-hour period resulted in a catch of 1,000 small herring, smel and tom cod ranging up to 9" length. A small number of the fi reached the receiving tank in a livin condition, but the majority were r ported as being dead. Further exper ments are planned for the fish pum and if results warrant, additional e periments will be made with a larg pump and several types of attractan including an electronic device whic will be tried.

Tuna Studies Reveal Secrets

Scientists with the University Hawaii working under a contra with the U. S. Fish and Wildli Service have uncovered a number interesting facts regarding the rea tions of the external stimuli such a light, sound, chemicals, and smell. T investigators have emphasized studi of conditions and reactions whic promise to have application to com mercial fishing operations.

The success of a tuna attractant d veloped from an extract of tuna fle was recently demonstrated by t P.O.F.I. vessel, *Charles H. Gilber* The preliminary research on t "chemoreception" in tuna was mad

)r. P. B. van Weed, who has shown both Yellowfin and Tunny have a developed sense of smell or taste may be attracted to certain food stances. In a study of the reac- s of tunas to certain attractants, it found that an extract of "pro- " materials from the flesh of tunas d be used to attract tuna and ulate their feeding. Extracts of of the same fish failed to act as an actant. Also, no reaction was d with extracts of bait fish or d. Studies on the reactions to ts have shown that tuna may be aced to white light of an intensity gé between 70 and 450 foot- iles. Light of weaker intensity did attract the fish and lights of ter intensity tended to repel the . Colored lights were also suc- ful, but to no greater extent than e lights. Investigations into the ty of tuna to produce sounds il- rated that low frequency sounds luced by the tail of Yellowfin d be identified; however, sound n attractant produced no positive lts.

reka Whaler to Operate uvian Whaling Station

aptain Herman Foland, partner in firm of Hunter and Foland Mari- Industries, at Fields Landing, on nboldt Bay, recently announced he will take over the manage- t of a whaling station in a Peru- port this summer. The port is t 50 miles from Lima.

oland is one of the most widely wn whalers in the United States, formerly operated the whaling ion at Fields Landing with his ner, Gilbert Hunter. He will take him the whaler *Lynn Ann,* which ne of the team of whaling craft erly working out of Eureka. The r boat is the *Dennis Gayle,* owned Hunter. He will continue to retain interest in the Humboldt Bay es- shment.

unter announced early in the year there was a possibility the Fields ding station will resume opera- s this season, but no firm open- date has as yet been set.

nterey Couple ve Large Wedding

iss Providence Mineo, daughter of Mineo, skipper of the Monterey e seiner *Providenza,* and Mrs. eo, was married last month to An- y Villafranca, Davenport, in one e largest weddings Monterey has in many a moon.

e young couple were married at Carlos Church in Monterey at a ial mass. Dinner for 300 guests served at the Highland Inn, Car- and following that some 600 peo- ttended a reception for the young le.

nally a buffet dinner for 400 was ed at the Mission Ranch, Carmel.

Here's Why You Need the AQUA-CLEAR Feeder

The badly rusted and corroded pipe at the left was taken from an unprotected line. The right-hand section shows how the AQUA-CLEAR Feeder keeps your entire cooling system clean as new, free from rust or salting down.

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Now you can greatly lengthen the life of your engine, and cut operating costs. AQUA-CLEAR Feeders have proved so efficient on fishboats that many new boats are being equipped with them and old boats are doing away with closed cooling. The AQUA-CLEAR Feeder saves hundreds of dollars on repairs, break-downs, lay-ups, and lost time.

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Cool Direct with Raw Sea Water

without RUST, CORROSION, or Salting Down the Engine!

Every fisherman knows what salt water does to metal—and it ruins marine engines in short order. The AQUA-CLEAR Feeder treats all the water that goes through the cooling system so it is completely non-corrosive. Prevents salting down the engine, even under abnormal temperatures.

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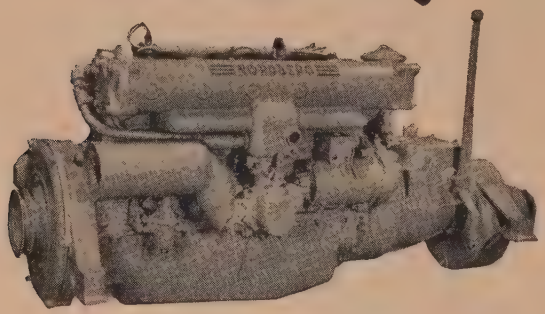

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- ☆ ***Spark plugs 100% water-proofed*** with double watertight seal—no condensation—plugs will fire even if tops are completely submerged.
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- ☆ ***Preheated fuel mixture, jet cooled*** exhaust valve seats prolong engine and valve life, improve fuel economy.
- ☆ ***More sources for power*** to drive extra on-board equipment than any other marine engine.
- ☆ ***Quiet, safe engine operation*** with exclusively designed air intake silencer and flame arrestor.
- ☆ ***Oil Cooler*** — Automatically controls oil temperature.
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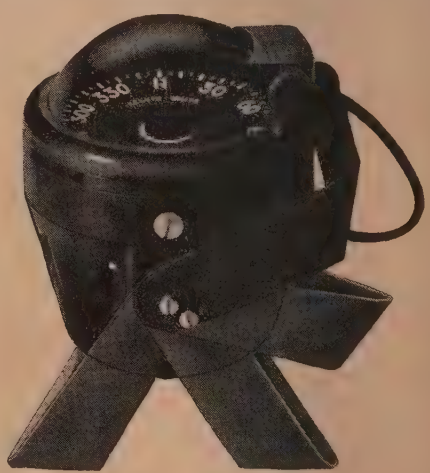

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SITKA SOUNDINGS

erring first appeared in and nd Sitka in January. They were entrated in the Silver Bay area h is closed to commercial fishing. as not until the last week in h that the *Tony K* skippered by Hanson was able to seine a load he Sitka Cold Storage. By early l they had succeeded in poting up gh to supply the Cold Storage 6000 barrels and still have a ed supply for fresh bait. For the enience of trollers the Sitka Cold age Company has packed small ing for bait in easy to handle board boxes. Adolph Thomsen, per of the *St. Nicholas* and Bill on of the *Sea Ranger* delivered barrels of herring to Pelican in April.

enry Heino sold the troller *Lituya* ennie McCarthy of Bellingham, will fish in the Cape Cross area. y who has owned and fished the ya for many years is retiring and his application in for Moose en in Florida.

orge Herrick of the *Fortuna* who rned from the Marine Hospital spring with high hopes is back e again. He has sold the *Fortuna* ay Myers, step-father of Barton rs. Ray and Barton will fish the *Fortuna* together this season.

Bob LaGuire, skipper of the troller *Mary,* has accepted the position of skipper for the FAWS boat, *Skip Jack.* F. (Pinkie) Bergdol, owner of the *Skeeter,* resigned from skippering the *Skip-Jack.* He has accepted a position with his brother near New York.

The big trek of trollers started early this season with Frank and Bertha Ward of the *Silver Spray* arriving early in April . . . Gus and Ruth Anderson on the *R.G.A.* and Joe Turk on the *Avalon* went out on their first trip in April . . . The Mac McLains on the *M&I* of Poulsbo, W. J. Blooms on the *Sandra* and the Leonard Woods on the *Red Wing,* both of Ketchikan, iced late in April and left to fish on their way to Pelican . . . Art Shelly, on the *Matie,* reports that he traveled alone; had fine weather and came straight through.

Fred Manley who sold the *Chester L* last fall because of ill health, has returned completely recovered. He bought the *Regal* from the estate of Fred Byram and with his nephew Keith Manly left for inside fishing. Bud Dunlap skippering the *Ella June* is fishing for them . . . George Redding on the *Falcon,* Swen Swenson on the *Vencure,* Red Brown on the *Oneska Irene* and Cal Speigle on the *O.B.* will fish the Cape Cross area.

The *Repeat* owned and skippered by L. W. Peterson, has been given a complete paint job . . . Walt and Willard Johnson on the *W.R.J.* delivered 300 lbs. of salmon to the Sitka Cold Storage. They returned from Ketchikan to ready thier boat for the halibut season.

"St. Mark" Will Be Packer This Year

Bellingham's biggest fish boat, the *St. Mark* will be a packer this year for PAF at Alitak on Kodiak Island.

The *St. Mark,* Union-powered, is owned by Peter Xitco and will be skippered by son Jack Xitco. Pete and Jack are more than pleased with the performance of their new boat and are busy putting it in shape for the coming season. Xitco estimates that the big seiner will hold 100,000 fish fully refrigerated.

Abalone Diver Dies

Ross Smith, abalone diver, residing in Santa Barbara, died from what it is believed loss of his mask, while diving. An emergency flight by a Coast Guard plane from Gull Rock off Santa Cruz failed to save him. The fishing boat *Bonnie Lee* sighted Smith about 100 yards off the island and crew aboard applied artificial respiration, before calling the Coast Guard.

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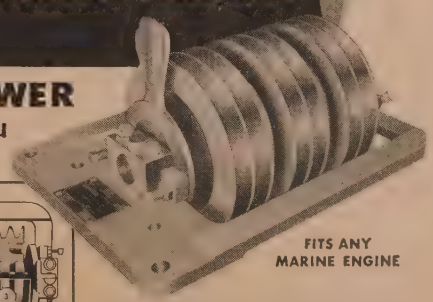

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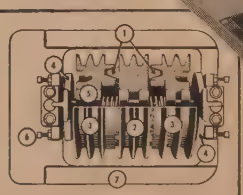

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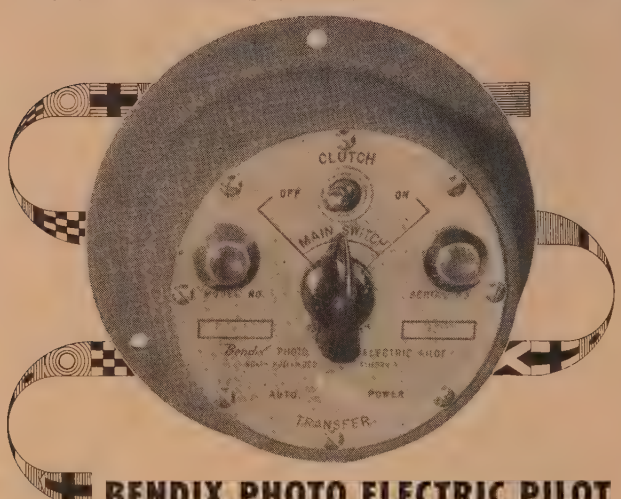

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hat kind of seeds are you plant- your flower box," the Elf asked elican.

ese are something special," his replied. "They actually have a ree because they are the off- g of some peas which are re- i to have been taken from King tomb by the noted archeologist rd Carter who was a member of Carnoven's expedition in 1922 923. They have beautiful purple s and purple pods. Through the they have been sent to people er the world and some enthusi- growers report the vines to as high as nine feet. I hope that are prolific so that I can give to anyone who is interested."

utiful spring weather came to Cove soon after Easter. The 125 vind at Middleton Island seemed re swept the skies of rain clouds he balmy air carried the smell sh paint as fishermen got their ready for the big run. Boats the south began to arrive, the eing the seiner *Sea Hawk* skip- by Roy Langdon. R. B. Hem- of Seattle arrived via Pan ican, Alaska Coastal, and the boat. He had left his troller in Elfin Cove during the winter.

vin Grimsrud, manager of t Swanson's store returned just Easter, laden with daffodils were distributed to the twelve esidents of the Cove. Tom Peter- of Funter Bay took over his as engineer aboard the packer *II,* skippered by Ernest Swan- Mrs. Doris Besancon has pur- d the trolling boat which was state of the late William Keene, rowned in January.

Pelican Packing Co. has five g boats lined up to form the ns of their fleet. The three Sitka and their skippers include the , Merle Enlo; *Vivian June,* Al- enkin; *Freddie II,* Richard Elia- The *Ruby* will be skippered by Fitzpatrick of Juneau, and the

"Alaska Queen," 75' of rugged purse seiner, owned by Capt. Lars Soleway, is typical of the rugged fishermen of Canada. Benson-built at Vancouver, she is powered with a 320-hp. Caterpillar diesel and guided with a Sperry magnetic compass pilot, remote controlled. Her heavy hull is yellow cedar planked over oak framing.—Wishart photo.

Glacier by Ed Wellesley of Pelican.

Wm. F. Smith has sold his interest in the Coastal Glacier Seafood, Inc., at Hoonah, to the Pelican Cold Storage Co.

Mr. and Mrs. John Claussen, who have the troller *Blithe Spirit,* were pleasantly surprised when friends in Pelican christened their new home overlooking Lisianski, with a house warming.

Fiddler's Green, the restaurant operated by Mr. and Mrs. Wm. Edgecombe, re-opened for business the latter part of April. The characters in the clever nautical pictures which Bill painted on the walls last year seemed to extend a hearty welcome to patrons. The most outstanding picture is called 'Ivar's Bar' and shows a giant octopus bartender utilizing all eight arms to serve his varied finny customers. Another shows Paul Revere astride a galloping sea-horse, yelling ,'Shrimp Boats is a'Comin'.' Fiddler Green is very much in evidence, as, accompanied by an octopus at the piano, he plays for three dancing mermaids. A clever interpretation of the Bureau of Fisheries shows a bureau with many fish in its drawers.

SOUNDER FOR "CARMELA MARIA"

Henry Passanisi, San Francisco, has equipped his combination boat *Carmela Maria* with a Bendix depth recorder, purchased from and installed by Marine Radio Electronics, Fishermen's Wharf, San Francisco.

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t moderate cost.
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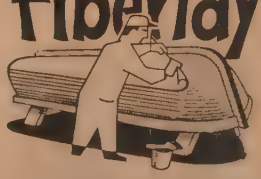
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Recording Model 1373-S

"ONLY WISH WE HAD IT SOONER"

Says **GILBERT MADRUGA**

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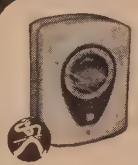
"We recently installed a shoal model FATHOMETER recorder on the tender aboard the *American Clipper.* The installation is portable with an extra transducer on the keel of the Clipper.

"The benefits received exceed our expectations. Used in the tender, it records schools of bait beautifully and gives us soundings so we know it is safe to take the Clipper up to the bait net. In the wheel house of the Clipper, it is excellent for showing schools of tuna and gives us exact bottom contours in shoal water. It is a good investment that will pay for itself many times over. Only wish we had it sooner."

GILBERT F. MADRUGA



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Submarine Signal FATHOMETER* JR.
Recording Models 1373 and 1373S

Records contour and type of bottom on moving chart; length, density and depth of fish schools. Model 1373 with dual range 1 to 100 and 100 to 200 fathoms. Model 1373S with dual range in feet for shallow water soundings: 1-200 and 200-400 feet.

Submarine Signal FATHOMETER* JR.
Indicating Model 1080C

A red light indicator that shows water depth beneath keel 240 times per minute; depth range to 600 feet — 100 fathoms; warns of shoals, reefs, hidden hazards; finds fish; facilitates bottom navigation. Simple, compact, easy to install.

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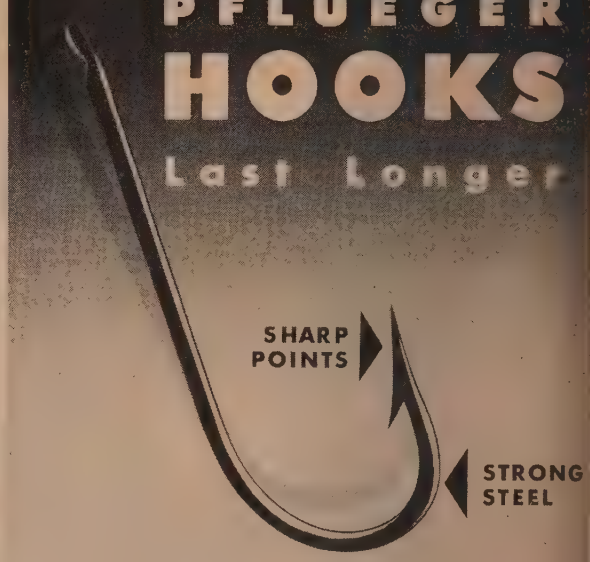

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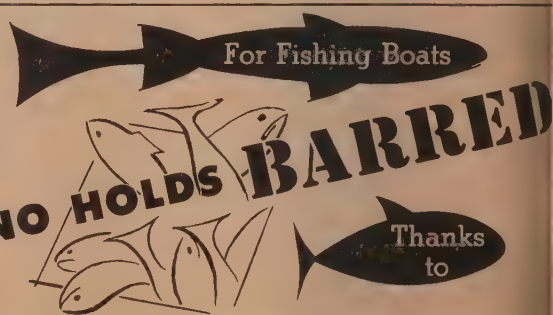

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Tips & Tails from Ketchikan

hard Blendheim, owner of the it boat *Reliance I* and prominent unicipal as well as fishing affairs, old his home in Ketchikan and is living in Seattle. He is a former ikan city councilman and for years was a leader in the vari- essel and boat owners associa- in Ketchikan.

var Laug, operator of the troll- oat *Laug*, returned to Ketchikan tly after spending a few weeks e states.

lon Grimes was in Ketchikan re- for a pre-season inspection of lawock Oceanside Packing com- at Klawock, on the west coast. the new superintendent of the , succeeding A. E. Allen, Jr. who been superintendent for the past ears. Allen submitted his resig- n last September, to be effective pring.

rry Selig, Sr., 60, prominent ikan halibut fisherman and sal- trap operator, died recently in ikan after suffering a stroke. ad made his home in Ketchikan 1927, fishing the boat *Onah*.

W. Mendenhall, manager of the ikan Cold Storage, attended the National Fisheries institute sessions in Washington, D. C. in April. Also attending from Ketchikan were E. C. Phillips, fish buyer, and Mrs. Phillips.

James W. Stinson, fisherman, and Loretta Powers, were married in Ketchikan recently.

Bay Fish Co. Branch For Aberdeen

The Bay Fish Co. from Neah Bay leased property from the Point Adams Packing Company in Aberdeen and opened business. Robert Soeneke, a partner in the Bay Fish Company, is operating the Aberdeen branch and is to be assisted by Howard Farrer, also of Neah Bay. All fish received at the buying station will be marketed by the Bay Fish exchange in Seattle.

FISH BASE TO BE DREDGED

Hoquiam's city council has taken steps toward dredging the entrance of the city fish base after a report that it has shoaled to a depth of six feet at an average low tide. The entrance was 18′ to 20′ deep at low tide when it was dredged in 1950. Anton Paulson, city engineer, recommended that a 9′ by 150′ area be dredged six feet deeper.

Cattolica & Lindwall New Wholesale Fish Firm

Tom Cattolica and Carl V. Lindwall, both former fishermen, are now operating a wholesale fish business at the end of the old dock at the foot of Hyde St., Fishermen's Wharf, San Francisco.

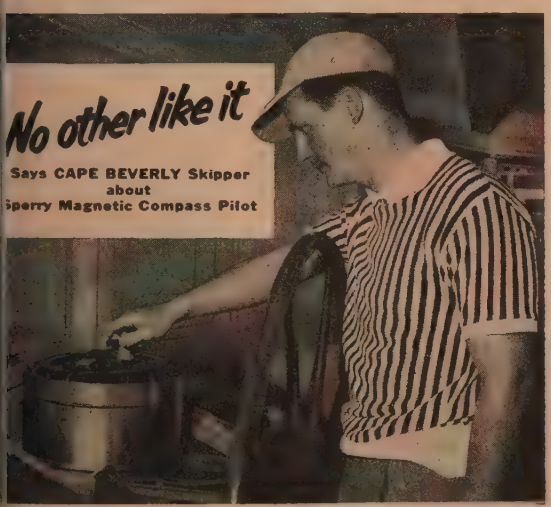
The firm name is Cattolica & Lindwall, and they have a number of boats fishing for them. Carl was formerly a fisherman in southern California, fishing for Castagnola in Santa Barbara, and Tom is a well known northern California fisherman.

Carl owns the crab boat *Angelina* which is now fishing crabs for the firm out of Eureka, being skippered by Sheldon Hopkins. Tom owns the dragger *St. John Bosco,* which is also rigged to fish anchovies and sardines. Joe Alioto is boss fisherman on the *St. John Bosco.*

Two other draggers, *Guiseppe Maria* and *Saturnia* are also fishing for the firm, as well as a fleet of smaller boats. Nino Cresci is skipper of the *Guiseppe Maria* and S. Romani is skipper of the *Saturnia.*

SKIFF POWERED WITH UNIVERSAL

A new and successful application of a Universal engine has been demonstrated in the installation of a Universal Unimite Four, 65-hp., 3:1 reduction, in the new Mardesich-built skiff for the purse seiner *Sea Rose.*



he enthusiasm of Capt. Paul Lynn of the M/V CAPE EVERLY for the Sperry Magnetic Compass Pilot is ised on rugged experience. In her year and a half of shing, he has made numerous trips with the pilot.

apt. Lynn says, "For my money, there isn't another lot on the market that will do the job like my Sperry agnetic."

or Capt. Lynn has found that the trouble-free Sperry lot does for him what it has done for scores of other hermen—gets him to the fish and back with minimum penditure of time, fuel, manpower and money.

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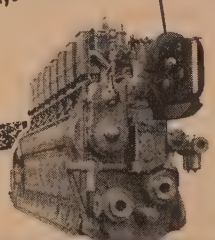

Take the case of this "hurry-up" call from Venezuela, for example—

On January 9th at 10:30 A. M. this cable was handed to M. T. Prendergast, ENTERPRISE Manager of Service Parts in San Francisco:

"URGENT AIR EXPRESS TWO FUEL TAPPET AND GUIDE ASSEMBLIES NO. 78153"

It came from T. P. Jiminez, Manager, Fuerza Luz Tuy—power company in Ocumare Del Tuy, Venezuela. Prompt handling saw this rush order airborne by early afternoon, and *delivered to the customer 44 hours and 15 minutes late*

This is typical of the service you can expect from ENTERPRISE We know what delivery delays can mean—how costly it can be when engines are idle for need of a part. That's why ENTERPRISE Parts Service is geared to the *customer's* requirements, and why we insist that furnishing prompt and efficient service is every bit as important as building the very finest Diesel engine.

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ına Industry :eks Tighter ıport Controls

st month at Washington, D. C. outhern California tuna industry still battling to protect its multi- ın dollar business from being en- d by a flood of imports. This time s through the Simpson bill, H.R. up for hearings before the e Ways and Means Committee. s bill, if passed, would give the industry more protection in mak- case of financial injury and un- yment, in a bid for higher tariff the "peril point" and "escape e" of the reciprocal trade law. sident Eisenhower has asked ress to extend the present recip- trade act for a year "as is," so he and Congress can study the foreign trade policy. However, hief executive had intimated he have no objections to some dments. The Simpson bill intro- far tighter import controls than in the present act, which ex- this month.

presenting the Southern Cali- industry were, Ed L. Morris, or, Tuna Research Foundation; n Case, Pacific Coast Fish Pro- s Institute, and James Waugh, ry Workers Union, AFL. Two ers of the Ways and Means hittee, James B. Utt (R) and B. King (D) have come out gly in favor of the Simpson bill. portant changes sought include: ing to six months, instead of a for the Tariff Commission to re- under the escape clause provi- makes it mandatory on the Pres- to follow escape clause recom- ations of the commission; em- es the "unemployment of or in- to American workers," by ex- e imports, etc.

ın Vessel Lost Central America

ire Augusto, 75' wood purse out of Los Angeles Harbor, 120 miles southeast of the Pan- anal in late April. The crew of n were landed safely by skiff in Bay.

tuna net vessel was owned by nd Larry Zuanich and was fish- ut of Central American ports ench Sardine Company. She was t Sausalito in 1937 and was val- $80,000.

vessel was the third of the ern California tuna fleets lost ear. On January 18, the 124' *City of San Diego,* burned off ada, Lower California; Feb- 18, the *Manabi,* (formerly e) was destroyed off Peru.

On a recent visit to the Fishermen's Cooperative at San Pedro, PFN found this group of four purse seine skippers and Joe Zar of the Marine Hardware Co. Left to right, Anton Misetich, "Anthony M"; Joe Zar; Andrew Tipich, "Sea Pride"; Nick Marinkovich, "New Sea Rover"; and Frank Foretich, "Progress."

SAN PEDRO SEINE SETS

HARBOR BOAT BUILDING CO. recently installed a new GMC auxiliary (6-71 on the 60-KW generating set) in the seiner, *City of San Pedro* . . . the new Northern winch on the *City of Los Angeles* operates on a power takeoff from the main engine. Harbor Boat did the job . . . *Western Traveler's* power skiff, converted to power at Al Larson's Boat Yard, is using an Atlas Skipper engine . . . Purse seiners unloading tuna early in April included *Pioneer, Zephyr, Sea Pride, Western Monarch, Marauder, Stranger, City of San Pedro, American Boy, Delores M, Western Fisher, Marsha Ann, Sea Rover, Western Sky, Sea Spray, Sea Scout.* The greatest number of these vessels unloaded at French Sardine Co. . . . These vessels delivered 16,638 tons. . . .

SEA KING, Tom Mason's successful purse seiner, recently took delivery of a new Mardesich skiff, using a Chrysler Ace for power . . . *Conte Bros.,* owned by A. Valtino, has been equipped with a Sur Echo depth finder, installed by Hanchette Boat Shop . . . the bait hauler and sardine boat, *Donna K,* has been powered with a Nordberg Knight, 4.12:1 reduction, supplied by the H. G. McKinney Co., Wilmington . . . George Muskovita's *El Padre* has a new Pacific Pumping pressure system installed by Newmark Specialty Co. . . . *Georgie,* owned by Al Loveless, has been given a new propulsion unit, a General Motors 2-71 with 3:1 reduction, supplied by Crofton Diesel Engine Co. of San Pedro.

Moss Landing—Monterey Bay

The fishing brotherhood began to gather in Moss Landing early in April. One by one the boats came sailing into the harbor. Mike Schroeder, who owns the *Judy II* with his partner, Bruce North, is here from his home in Seattle. The Schroeders were fortunate in getting the same house they had last year at Rio del Mar and are now settled there for the coming season.

John Benson on the *Sunrise,* Art Otness, skipper of the *Brothers* and John Tetter of the *Clara III* also arrived from Seattle to begin outfitting. The Roy Dulaneys of the *Penguin* came from Morro Bay where they had a refrigeration system installed on their boat. Art Montgomery and his wife, Liz, will fish together on the *Lizzart* this year. Lonnie Suggs skippered the *Lizzart* last season and is dickering for another boat to take out on shares. The Bill Windbiglers on their *Janie W.* came over from Santa Cruz to get their salmon gear in readiness.

The long waiting was over. In the early morning hours of May 1st, the salmon fishing fleet was off on the start of a new season. The big boats left Moss Landing Harbor mid week before the opening, to be on the spot at the fishing grounds around the Farralone Islands. Smaller local boats were content to fish the waters of the bay returning in the afternoon with their catches.

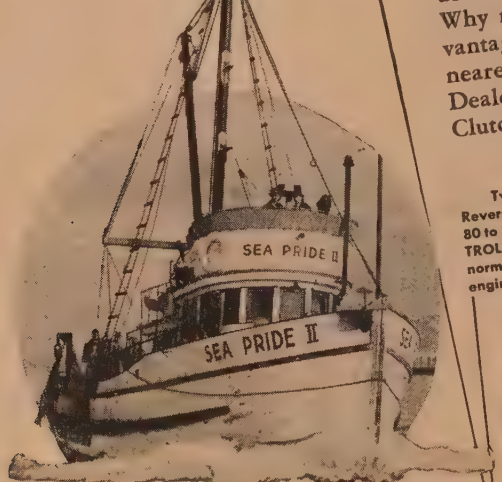
The price was a disappointment though fishermen were prepared for it. The men worked on open tickets for the first few days of the season and it looked as though it would settle down to 25c for undressed fish and 28c for dressed salmon. Very small poundage was delivered to buyers from the local area and all the boats who could, set out for the north. Even up there no spectacular catches were reported. Fishermen consoled themselves that it was still early. They hoped that the abundance of

Gets in close -gets more salmon...

Captain Norman Sigmund, skipper of the "Sea Pride II" out of Vancouver, B. C., after repowering his boat with a Caterpillar D337 Marine Engine and a Twin Disc Model MGHV 220 Hydraulic Coupling Marine Gear, reports: "My Twin Disc Gear has operated approximately 3,000 hours and, although I have ruined two propellers due to hitting logs or dead heads, there has not been any damage to either the gears or propeller shaft.

"My salmon catch has been increased because my boat is much easier to maneuver at all times and I do not have to worry about going in really close to shore to fish as I know that even if we hit bottom it will not cause any real damage."

Fishermen in *all* ports are turning to Twin Disc Marine Gears to gain added years of useful, trouble-free service. Why not investigate their advantage to *you?* Contact your nearest Authorized Twin Disc Dealer, or write the Twin Disc Clutch Company, Racine, Wis.



Twin Disc Hydraulic Coupling Marine Reverse and Reduction Gear, in hp ranges 80 to 350, with or without exclusive HYDRO-TROLL feature which allows up to 2 times normal reduction for trolling without fouling engines and sapping batteries.

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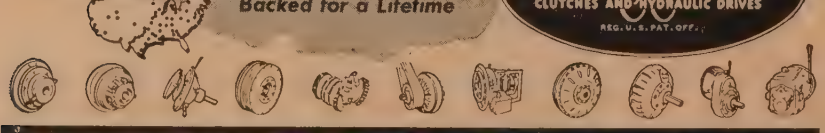


TWIN DISC CLUTCH COMPANY, Racine, Wisconsin • HYDRAULIC DIVISION, Rockford, Illinois

BRANCHES: CLEVELAND • DALLAS • DETROIT • LOS ANGELES • NEWARK • NEW ORLEANS • SEATTLE • TULSA

rain and strong northwest w would bring in the salmon and soo

It was good to see the regu again. Up from San Diego were Davis on the *Rondivoo* and John fert on his *Ruby II*. Belle and Johanssen were here from San Pe on the *Belle J. II* and John E from Morro Bay on the *Signe S.*

A number of boats this year h decided to skip the salmon season wait for albacore. John and Est Martinsen on the *Isis* and John E son on the *Sunrise* left for San Pe where they will paint their boats have engine overhauls completed. and Thelma Bothwell on the Lar went to San Diego where they w joined by Lee's parents, the Oli Bothwells from Maupin, Oregon. J Mandy of the *Rujac* planned to le upon completion of his commitme for refrigeration work.

Mr. and Mrs. Robert Manning, have based their fleet of three bo at Half Moon Bay for the past sev seasons have decided to make M Landing their home port. T brought their boat *Soup Fin* down cently and the others will soon foll

W. Totten on the *Pearl K.* is v pleased with the new Wood-Freen automatic pilot he has recently stalled. Totten bought the *Pearl K* the end of last season in time to m just one Albacore trip.

Oscar Vienola left on his *Ann-Mo* about the first of April to join fishing fleet in Westport. Oscar ho to get in a few weeks of good fish before the season opens down here May 1. Most fishermen don't like make that long trip to the northw fishing grounds all alone but Os his father and brothers were born the sea and it holds no fear for hi

Dick Wegener took his diesel trol *Catherina* out of moth balls in harbor and sailed south for A where he plans to get ready for Albacore season. Dick and his w Alyce moved to Avila during the w ter where he has been dragging the *Anna Alma* skippered by Freen "Whitey" Arbo, of Santa Cruz.

Dick reported that Travis Evans his dragger, *Katherine,* was operat in the same area and that both bo have had a successful season deli ing on contract to the San Luis F Co., managed by Dick Kirby. Acco ing to the *Catherina's* owner, incre ing importance in fishing is prophes by buyers and producers in the Mo Bay-Avila area due to the shri beds which were recently discove off the coast there.

"Tiny" Leber has had several we of good surf smelt fishing off beaches near Moss Landing. The were delivered to the American Fr er Co. in Monterey.

Sebastian Gagliardo has a sh side job at Fort Ord and will not his *Goodwill* this year.

Petersburg ort Pick-ups

ıpell of warm sunny weather this g brought much activity to the front. Local boats sporting new of paint are: Leonard Martens' *M.;* Magnus Martens' *Pamela* Oscar Sandviks' *Munroe;* Adolph isen's *Harmony;* Oscar Otness' *n;* Harold Lee's *Vesta;* Arvid eim's *Unimak;* and Chris Ode- l's *Thor* . . . Boats arriving here wintering in the South are: owned by Hans Anderson; *R &* ned and skippered by Walter ad; *Middleton,* skippered by Pederson; Harvey Worden on w troller the *Gloria* . . . *Teddy J.* ered by John Robert Otness ar- back in Petersburg after being about a month for necessary re- . . . Adolph Norberg's new gill- the *Anastri* was launched April the Mitkof Marine Ways . . . Sheldon with the boat *Eagle* has i the Kayler-Dahl Fish Co. ıp Fleet . . . Arne Trones has in- d a Freeman Iron Mike in his the *Arne T.* and then had a e to try it out on a brief trip rangell. "Works fine" quotes Trones.

Petersburg was saddened by the death of Egil Winther. He had fished out of Petersburg for many years and just prior to his death sold his boat the *Unimak* to Arvid Norheim. Mr. Winther is survived by his wife, three daughters and son . . . Ross Greinier while shrimping near Kake, Alaska, for the Alaskan Glacier Sea Food Co. was stricken with cerebral hemorrhage and had to be flown into Petersburg. He is recuperating at the Petersburg General Hospital and doing nicely.

The Petersburg Cold Storage has added two freezers to their storage. The work was done by the York Corporation . . . Olaf Winther on his boat the *Fremont* stopped overnight at Petersburg enroute to his home in Pelican, Alaska . . . Magnus Nygaard who fished out of Petersburg for many years, recently purchased the Arctic Liquor Store from Ole Hatlen . . . First large trips of troll salmon this year were delivered April 18 by Harry White's boat *Melanie;* Harold Jennings' boat *Stormy* and Pat Deveney's boat *Ukum.* The fish were caught near Ketchikan and sold to Kayler-Dahl Fish Co. at Petersburg.

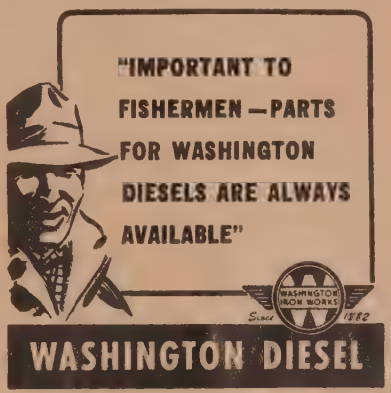
Cerrito Bros., well known Monterey purse seiner, wrecked on the beach at Monterey recently, was sold by the insurance company to Smith-Rice & Co., marine salvagers, and will be rebuilt into a tug. **Cerrito Bros.** was formerly owned by Frank and Sal Cerrito.

Ilwaco Has Record Catch Of Chinook Salmon

Salmon trollers in the Ilwaco area are still wearing satisfied smiles over the unusual fishing they enjoyed April 23, when more than 27 tons of Chinook salmon were delivered by 50 fishermen to local buyers.

The fish were feeding off North Head and when the fishermen completed their day's work and the fish were marketed they shared approximately $20,000, the biggest salmon jackpot in local memory.

Largest catch was the 2,600 lbs. landed by Ernest Kary but several other trollers docked with more than a ton of fish. Buyers paid an average of about 37 cents a pound.



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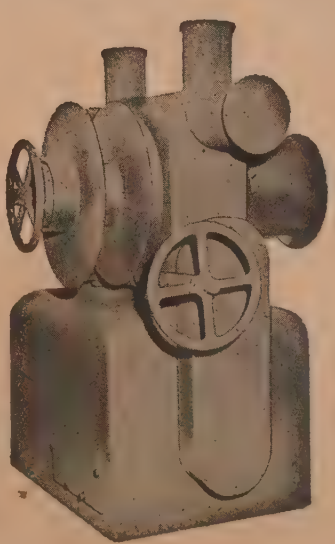
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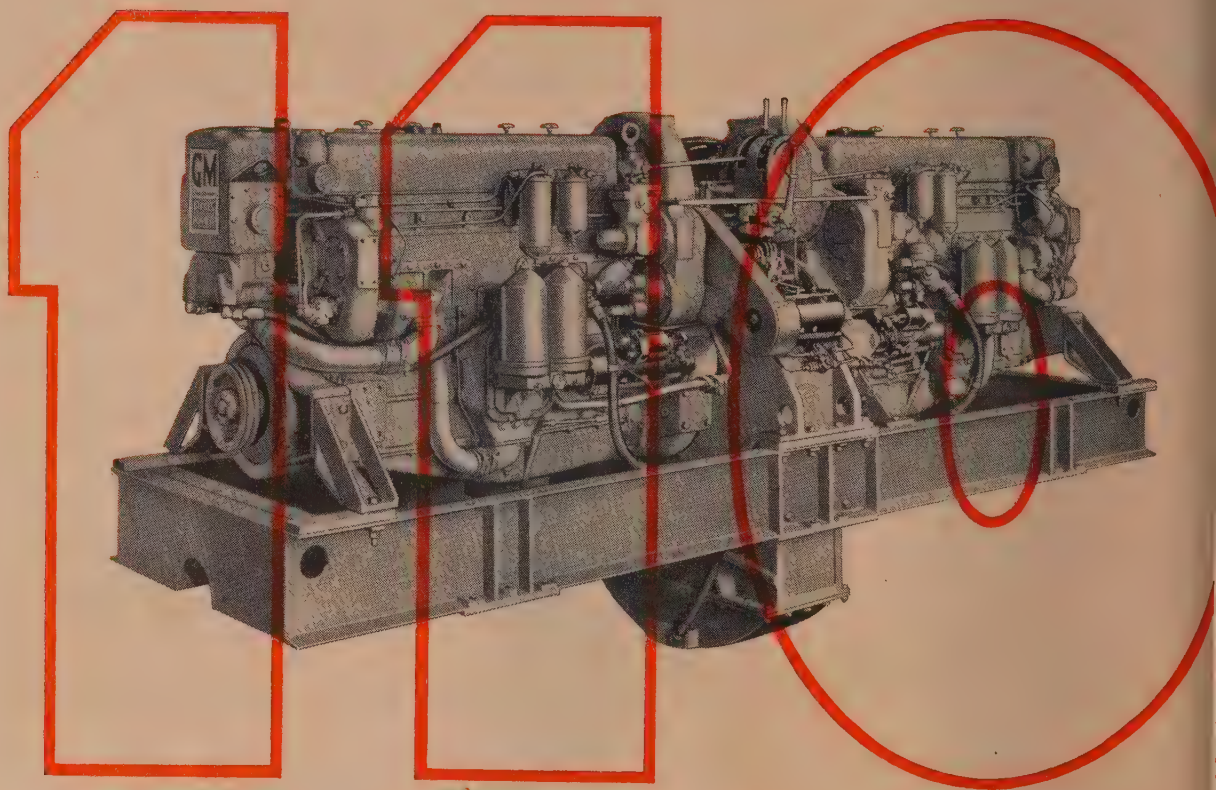
NOW—A NEW 409—530 S.H.P. GENERAL MOTORS DIESEL



The "110" Tandem Twin

★ **409 Continuous Shaft Horsepower**

★ **20% to 40% Lower Cost**

★ **Twin Engine Dependability**

★ **Clean, Compact Lines—Lighter Weigh**

Meet the newest member of the General Motors Marine Diesel family—the power-packed "110" Tandem Twin.

Now you can have the *double dependability* of a more powerful GM Diesel Twin—530 horsepower for pleasure craft—a full 409 horsepower at the shaft for round-the-clock, heavy-duty work in tugs and fishing boats.

Like all GM Diesels, this new "110" Twin operates on the *2-cycle* principle—delivers smoother, steadier, more responsive power. It's more flexible, too, because you can shut off one of the engines when not needed. One engine running alone will propel a single-screw boat at 80% of its normal speed.

The slim, low silhouette of its tandem arrangement lets this unit fit in a smaller engine room, leaves more room, more space for fuel and pay load. And its clean, simple design, with ready accessibility for servicing, means easier, lower-cost maintenance. Its parts cost much less too.

But the big news is its low price. Here's a reserve of GM's time-proved Diesel power in a compact, lightweight marine unit that gives you the extra dependability safety of twin engine operation—all at a price that's 2(to 40% less than any other Diesel of comparable pow

The new "110" Tandem Twin is available with port starboard rotation; finger-tip GM hydraulic reversi reduction gears up to 6:1; front power take-off for eit engine and push-button electric starting. Your local G Diesel distributor will gladly give you full details. C him today, or write us for complete specifications.

Single Engines . . . 16 to 275 H.P. Multiple Units . . . Up to 840 H

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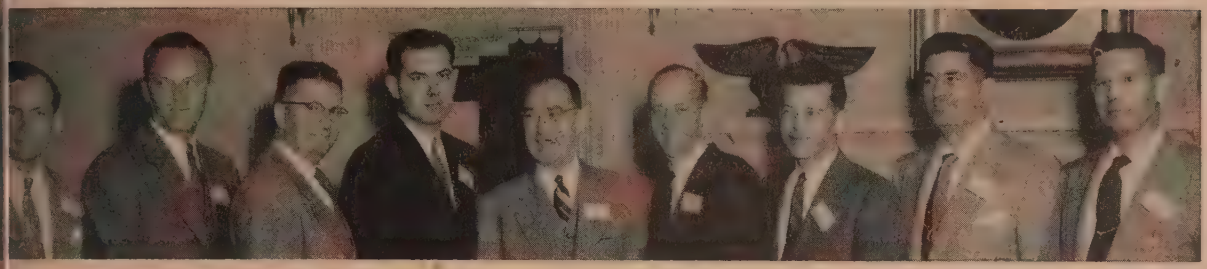

heon executives at sales conference are, from left: District Managers Burton B. Stuart, Don B. Whitte-e, William J. Monroe, Harold L. Herndon; James J. Tynan, Sales Manager, Equipment Sales Division; ict Managers George Zipf, Roger W. Mackey, Seattle; Emil J. Rome, San Francisco and J. Leonard Lovett, Wilmington, Calif.

Raytheon Products ure Sales Conference

products high-lighted Raytheon's ales and service conference held at otel Commander, Cambridge, Mass. 13-16.

the marine field, a complete line bmarine Signal "Fathometer" echo sounders were on display. This in- the "Fathometer" Cadet, four 1373 ometer" Junior recorder models, in 2 indicator and DE-103 recorder and Mark Twain" indicator. Two new s were introduced, the DE-116 "Fath-r" Junior indicator with a depth of 60 or 120 fathoms (optional) and DE-112 "Fathometer" recorder with l range to 25 to 50 fathoms. A com-line of radiotelephones consisting of nodels with output ranging from 10 to 100 watts, was also shown.

unusual interest to the small boat is the new Raytheon "gas monitor." ingenious device detects gasoline and gives the alarm before the r point is reached. Two models were at the conference, one of which is and the other a combination of visu-l sound alarm.

-Knight Co. to Handle berg Diesel Engines

ointment of King-Knight Company, rancisco, as distributor for Nordberg iesel engines in Central and North-alifornia is announced by the Nord-Manufacturing Co., Milwaukee 1, Wis-. King-Knight has over 33 years ex-ce in the internal combustion engine nd its modern sales and service fa- are located at 360 Jefferson Street Francisco. Their new line of small erg four cycle engines for stationary arine auxiliary service will give them e complete line of Nordberg's engines hey had previously been named dis-ors of Nordberg gasoline marine en-

Nordberg 4FS Diesel engines are built in one, two, and three cylinder models with a 4½" bore and 5¼" stroke, and range in power from 10 to 45 H.P., 1200 to 1800 R.P.M. They are offered as complete, self contained, ready to operate electric generator sets, centrifugal pump units, and with clutch or stub shaft power take-off to meet the varied demands for compact, economical units of low horsepower.

Historic Tender Gets Glass Fabric Hull

The 28′ tender of the 85-year-old vessel **Bear** will be seeing more sea duty, as a result of a Trevarno glass fabric surface being applied to its weathered hull. The fabric is being supplied by the Coast Manufacturing and Supply Company of Livermore, Calif., makers of the Trevarno Glass Fabrics. The job is being done at Perry's Boat Yard, Isleton, Calif.

The **Bear** is the famous ice-breaking vessel used in Byrd's Antarctic trip. She served in the U. S. Coast Guard, and in the Navy during World War II, then was finally retired and sold for private use in 1948. The tender **Bear** was sold off the big boat and is being fitted for private sailing.

In order to make the tender seaworthy again, the owner chose Trevarno boat "A" fabric for the job. Completely impervious to water, rot, marine growths, gas and oil, Trevarno glass fabric will seal the tender's hull from the ravages of the sea. With strength greater than that of steel, Trevarno will give the hull shock resistance to withstand rough landings.

Bonded to the hull with a catalyst and hardener (General Electric resin is being used on the tender), Trevarno will last the lifetime of the boat. Being glass, and therefore virtually everlasting, Trevarno will need no maintenance! The tender is being covered from the water line to the keel with two layers of the "A" fabric.

Jules Peterson, Marine Sales & Equipment Co., Bellingham is one of the oldest Chrysler Marine Engine outlets in the Puget Sound country. Peterson has recently installed a marine lift to haul out fishing boats up to about 35 tons.

Peterson probably knows more fishermen in northern Puget Sound than anyone in Bellingham. He has made a number of outstanding installations of Chrysler engines in fishing boats as well as in numerous other commercial vessels and yachts.

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FOR SALE

1—Swenson triple effect Stickwater Evaporator, with copper horizontal tubes, total heating surface 1320 sq. ft. including connecting piping, condenser, pumps, supporting steel, etc.
1—Swenson single effect Evaporator with copper tubes, heating surface 440 sq. ft. Including connecting piping, supporting steel, condenser, pumps, etc.
1—6' x 50' Louisville Rotary Steam Tube Dryer.
1—Davenport No. 3A Dewaterer.
2—5' x 40' direct heat Rotary Dryers.
1—Bartlet Snow 10' dia. x 4' deep, jacketed, agitated Kettle. Sweep Agitator, side door discharge, 140 lb. Steam.
3—9800 Gal. horizontal S/S lined Tanks, jacketed for cooling and heating and agitated.

Also other Agitators, Hammermills, Pulverizers, Kettles, Digesters, Steel Storage Tanks, Vibrating Screens, etc.

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FOR SALE: Boat 'Venture II" overall 46'4", beam 12'7" inside, 6.5 depth, galley on deck, fully equipped with DF, depth finder, telephone, automatic steering gear, new Caterpillar engine. Holds 16 tons, sleeps 4. Write Mrs. Gunnar Mord, 86 Montebello St., Chula Vista, Calif.

FOR SALE: Boat "Tagattof" Alaska limit seine boat. 50'-14'. Rebuilt 1945. 165 HP GM diesel. Seine skiff 40 HP Universal, beam trawl gear complete. Price $15,000. Contact N. Karuza, 1106 Fillmore Ave., Bellingham, Wash. Phone 4720-2065M.

FOR SALE: Red Very signal flares $12 doz. Wanted a few Very pistols. Imported Japanese display shells of all kinds. Also domestic fireworks. State which catalog wanted. SUPERIOR FIREWORKS CO., Canby, Ore. Dept. P

FOR SALE: Boat C. L. BROWN, length 35.9, width 11.7, depth 5.85. Built 1945. Diesel, radio, salmon gurdies. Seaside Clam Co., Warrenton, Oregon.

FOR SALE: Chrysler Royal engines, 8 cylinder, 141 HP—new! Priced for quick sale. SHERMAN SUPPLY CO., 2456-1st Ave. So., Seattle. SEneca 0061 or MAin 4802.

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FOR SALE: 45' boat, converted for all kinds of fishing. Dragging gear, good condition, complete $18,500. Fred Paolini, 1658 Greenwich St., San Francisco, Calif. Phone: ORdway 3-9572.

FOR SALE: 28' troller GM diesel. Fully equipped for trolling. Being sold through an estate, sacrifice. First class throughout. Inquire: L. F. Hyde, 401 E. Front St., Port Angeles, Wash.

BOAT FOR SALE: "Victory" 50' purse seiner good condition. Built 1943. Iron Mike, radio, DF, 1 year old jitney-seine 3½ strips 260 fathoms long. Price $16,500. Located Blaine, Wash., boat harbor. Write A. D. Fleming, Kimberly, Oregon.

WANTED: Good refrigerated albacore boat to fish coming season. Have own bait net and gear. I can furnish good San Diego cannery references. Am former owner of boat "Sea Pirate". Brooks Hurst, 4349 Stewart Avenue, Venice, California, phone EX 7-3074.

Glass Packaging and Production Man. Practical. Aggressive. Pickled herring, salmon, olives, maraschino cherries, other items. Formulas, scheduling, cost reduction, efficiency, quality and appearance. Able to set up plant. Available end of July. Write Box 195, PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle 4, Wash.

FOR SALE

165-foot codfish schooner "C. A. Thayer"
155-foot codfish schooner "Charles R. Wilson"
20 Cape Cod fishing dories, with outboard motor wells
25 Johnson Sea-Horse outboard motors
One General Motors 6-71 Diesel auxiliary set, completely reconditioned and guaranteed. 120-volt, D.C.
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Blocks, shackles, sails, tarpaulins, chains, anchors, etc.

PACIFIC COAST CODFISH COMPANY
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FOR SALE: 100 new crab pots, any reasonable offer. Phone Oregon City 5680, Victor O. Heath, West Linn, Oregon.

FOR SALE: Complete purse seine net, one-half of which is new but untarred, the remainder in good condition. Included are two brailers, all corks and leads and an extra supply of lead, corks and net. Reasonably priced. Domenick Jelusich, 3005 North 31st Street, Tacoma, Washington.

FOR SALE: 32 volt, 50 watt Radio-Transmitter, DF, 6-band phone, iron mike, I-K-W, DC generator, used, but in good condition. Value $1000.00. Make offer. McNabb "King-Fisher" Spoons $12.00 doz., brass; $15.00 doz. Nickel Silver. CASH ORDERS Prepaid, others C.O.D. P. O. Box 77, Brookings, Ore.

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New Yard At Anacortes

Anacortes Boat Builders, a yard in Anacortes, Washington, been busy producing small be seiners this spring, according to Allen and Dick Chevalier, partner the new yard.

First off the production line four 27' beach seiners for the Pa Canning Company. These new c are powered with Chrysler Ace gines.

Following these are four 27' netters for ABC Fisheries. These be powered with Nordberg Arr 1.88 to 1 reduction. The four b will be used as gillnetters and shifted to beach seining later in Alaska season.

Anacortes Boat Builders are producing a sizeable number of s skiffs. Three eighteen-footers, N berg-powered, are for PAF and others 16' to 18' are being buil order. The first of these was rece delivered to Gordon Nelson for us his seiner boat *New Sunrise.*

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Co-op Postpones ermen's Payments

ace Rupert Fishermen's Co-oper- Association at its annual meet- greed to take over the manage- of the southern operations of -operative organization, accord- o the program outlined in the issue of *Pacific Fisherman.*

s concentration of control was irect result of the adverse eco- conditions under which the h Columbia fisheries co-opera- operated last year, and at the e Rupert meeting no attempt made to minimize the serious- of the organization's financial as a result of market slumps prolonged vessel tieups due to disagreements. The directors' termed the 1952-53 situation itical as any encountered since ngry 30's."

was decided to postpone settle- of interim payments with the men until the end of the 1953 n season. Last year this amount- about $500,000.

n production by members of the e Rupert Co-operative was 13,- 0 pounds last year, an increase of 750,000 pounds over 1951 and close to $3,500,000 was realized from the sale of fish and vitamin oils. Prince Rupert generally fared much better than the other branches of the organization.

Martin Erickson continues as president of the association, and the following new directors were named: Emil Petersen, John Carpenter, Oke Jackson and Carl Giske. Among retiring directors were Barney Roald, Pete Husay and Jack Prince. K. F. Harding continues as secretary-manager at Prince Rupert. He warned the meeting that conditions would likely continue serious this year.

Bellingham Engine & Equipment Company reports the sale of one of the new model 4-51 General Motors diesels to Phil Cope, Bellingham, for his troller **Elma Rue.**

Pacific American Fisheries, Bellingham, have purchased a General Motors model 4-71 diesel for their seiner **Norma G.** Bellingham Engine and Equipment Co. made the sale.

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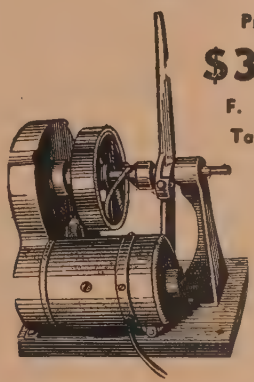

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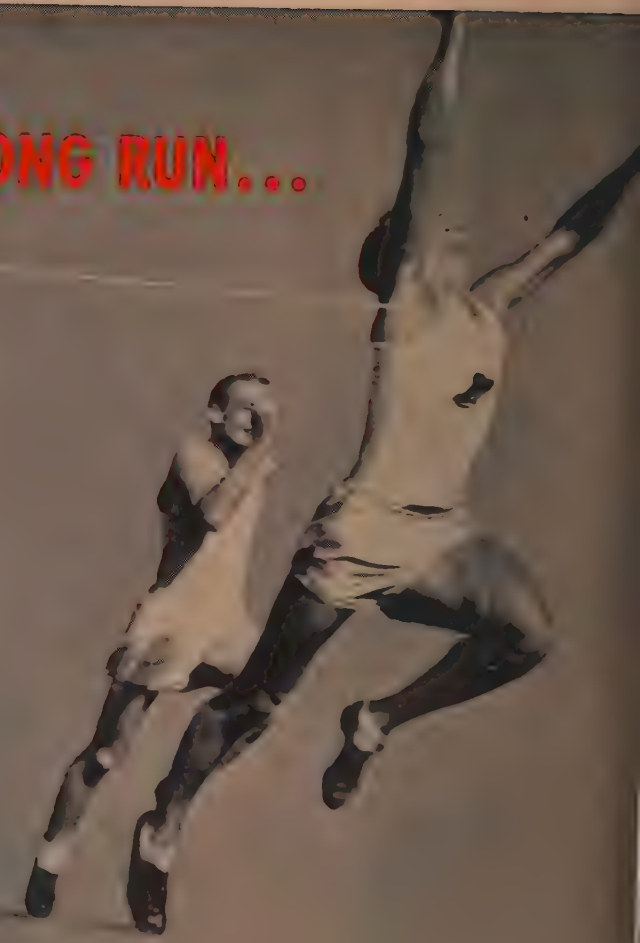

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ASIC DATA

BEARING ON SOCKEYE RUN OF 1953

e 1953 run of Sockeye to the Fraser River is related to the of fateful 1913, when nearly 2,400,000 full cases were packed . S. and Canadian canneries, and when the rockslide at Hell's all but destroyed one of the world's great fishery resources. : those and other reasons, performance of the 1953 run of :ye is of special significance.

experience and scientific qualifications, the man most com- t to make an estimate concerning the potential of the 1953 :ye run is Loyd A. Royal, director of the International Pacific on Fisheries Commission, and this year, as in 1951 and 1952, *ic Fisherman* invited Mr. Royal to answer a few specific ques- put to him with a view to giving fishermen, operators and s some basic data on which to make their own calculations.

Royal has generously responded, and ***Pacific Fisherman*** pre- here a question-and-answer interview which brings out some sting and illuminating points. Because he is essentially a scien- Mr. Royal deals with facts rather than theories and prophesy. bly more than anyone else Mr. Royal is fully aware of the r of miscalculation in dealing with season-to-season variation hery abundance.

e soberly optimistic conclusion is that the trend in the size s cyclic run is upward, and that the catch in 1957 (not 1953), ding to present indications, may be the greatest in any cycle- n 40 years.

e, then, are ***Pacific Fisherman's*** questions and Mr. Royal's s:

tion: What is the normal pack ser River Sockeye on the 1953

wer: The 1953 cycle is the same 1913 cycle. In that year 2,393,- l cases were packed by Canada United States. In 1921, eight later, this fabulous figure had duced to 142,498 cases, a re- attributable to the Hell's Gate Since 1921 the average cyclic Canada and the United States ed has been 170,871 full cases.

tion: What races of Sockeye en the principal contributors to ch of the 1953 cycle since the Gate block?

Answer: The Chilko race has been the principal supporter of the catch for the 1953 cycle through 1941, and it was a major contributor in 1945. The Chilko run of 1941 was exceptionally large, but the escapement of that year was seriously blocked and delayed at Hell's Gate. Apparently the 1941 block has caused a shift in the cycle of high production to a year earlier (1952 cycle). In 1949 the Chilko run was not of important size, and no significant increase over the 1949 run is expected in 1953.

Question: On the basis of escapement only, what spawning areas are the major contributors to the 1953 run of Sockeye?

Answer: Early Stuart (580,000), Late Stuart (131,000), Stellako (105,000), Birkenhead (74,000), Chilko (59,000).

Question: At what time do the above runs appear in the fishery in the greatest numbers?

Answer: Accurate availability curves have not as yet been obtained for all races passing through the fishery. This applies particularly to the later migrating races such as the Birkenhead, Stellako and Late Stuart runs. However, these three races should be the major contributors to the catch during the first two weeks of August. The Early Stuart run is most abundant in the U. S. fishery during the first week of July. The Chilko run normally reaches its peak on July 30 to August 1, although it appeared five days earlier than this date in 1952. Fraser River catches are usually about two days later than the catches in U. S. waters. In 1953 the daily catches should follow the general trend of 1949.

Question: Did the spawning escapement of 1949 arrive on the spawning grounds in a normal manner and in good condition?

Answer: All observations indicated that escapements arrived in a normal manner and in good condition.

Question: Were physical conditions favorable for spawning and the incubation of eggs in 1949?

Answer: The recorded observations indicated favorable spawning and incubation of eggs in 1949 with three major exceptions:

1. Serious overspawning occurred in the parent streams of the Early Stuart run. An estimated 50% of the adults died without spawning satisfactorily and large numbers of incubated eggs were observed to be dead.

Parents of the 1953 Sockeye run—mature spawners of the 1949 run in a tributary of the Stuart waters which is expected to contribute largely to the Fraser River fishery this summer.—*I.P.S.F.C. photo*

2. More than 30% of the Late Stuart escapement died unspawned because of high water temperatures.
3. More than 30% of the Stellako escapement died unspawned because of high water temperatures.

Question: What observations were made of fry and downstream migrants that might indicate the extent of survival?

Answer: The number of downstream migrants leaving Chilko Lake was 2,400,000. At a 10% survival rate this would mean an adult run of 240,000 fish in 1953. Samples of downstream migrants leaving Stuart and Francois Lakes indicated exceptional growth, which appears to be related to a high survival rate. However, total count of migrants was not made. Fry observations in the Horsefly River indicated a good hatch. (See picture on next page).

Question: What data are available as to the number of "Jacks" present in 1952 on the spawning grounds to which the components of the 1953 runs are destined?

Answer: The number of Jacks preceding an adult run of Sockeye is not always a reliable indicator of the size of the adult run to follow. The relationship of the number of Jacks to adults appears to vary from year to year and vary with the size of the escapement. *On the uncertain basis of the number of Jacks appearing in 1952,* the expected size of the racial run in 1953 as compared with estimated size of that run in 1949 is listed below:

Early Stuart	Good
Nadina	Excellent
Quesnel	Excellent
Chilko	Fair
Seymour	Good
Birkenhead	Fair
Stellako	Poor
Late Stuart	Good
Cultus Lake	Good
Adams River	Poor

In this rating, "Poor" indicates anticipated decline; "Fair" forecasts a slight decline or equal run; "Good" presumes an equal or better run; "Excellent" anticipates substantia crease.

Question: On the basis of the servations made, do you have general comments about the expe trend of the 1953 cycle?

Answer: Potentially the 1953 could be the largest since 1917. H ever, the large reproductive pote of the 1949 escapement appear have been injured by the spaw limitations of the Early Stuart and high water temperatures pre ing during the early spawning of Stellako and Lake Stuart esc ments. These adverse factors, c bined with increased weekly fis restrictions, should lower the po tial catches towards the normal of recent cycles. The creation of bility in the annual productivit the Stellako runs now appears taking place, hence the product of this run is now on an uncer basis until this annual stability in ductivity has been reached.

There is reason to believe that trend in the size of this cyclic will be upward, and that the cat *1957* (not in 1953) will exceed of any cycle-year catch since

egon Legislature Passes
:w Laws Affecting Fishing

Oregon Legislature at its 1953
1 granted the Fish Commission
propriation of $1,369,655 from
ate general fund for the 1953-
iennium. This is an increase of
1 over the amount of funds
available for the previous bien-
$54,173 of which is for addi-
transfer of funds to the De-
ent of State Police. This net in-
can be considered only nominal
light of higher labor and com-
costs.

bills were introduced and
at the request of the Fish
ission. House Bill 335 relates to
s, and returns to the license fee
the right of the Fish Com-
n to clarify certain licenses. The
ab, shrimp and crawfish trap
license at $15 is replaced by
separate licenses — Crab, $15;
, $10; Crawfish, $7.50—which
he taking of the shellfish in any
manner. This bill also changes
ording in license and qualifica-
of the "Retail Dealer of Pack-
rozen Food Fish and Packaged
Shell Fish License only" and
Wholesale Distributor License."
both deal with the sale of Pack-
rozen Food Fish and packaged
Shell Fish and the new word-
ases certain conflictions in the
atutes.

Another bill changes the sum that the Fish Commission may pay as a bounty on seals from the old maximum of $10.00 to the new maximum of $25.00. The minimum of $5.00 still remains the same. Any change in bounty between these limits $5.00 to $25.00 is to be made by the Commission.

H. B. 50 removes the tagging section from the Commercial Fisheries Code.

It has been felt during the last few years that the law requiring the tagging of salmon, shad, striped bass and sturgeon shipped into Oregon between January 1 and May 1 of each year was no longer necessary. This has been brought about by changing seasons on streams in Oregon and adjacent states and the partial restriction of troll fishing in the Pacific Ocean to the point where the benefits from the tagging law were more than offset by the cost of compliance, enforcement and administration.

A bill was also passed simplifying legal procedure to be used in confiscating gear used illegally.

Two other bills relating to fisheries matters failed of passage. One, commonly referred to as the "Pelton dam bill," contained certain provisions stipulating that existing statutes relating to fish protective facilities at dams shall not apply to an application for a preliminary permit, as well as, to non-application of existing law having to do with permits secured from the Fish Commission to build dams of such height that will make a fishway or fishladder thereover impractical.

This bill, after much discussion, was tabled by the House Committee on State and Federal affairs.

Another bill would have closed the Coquille River to commercial fishing. The Senate passed this bill but it was tabled by the House Committee on Fish and Game.

the extensive spawning area of the Horsefly River. It is expected e Sockeye run to this once great producing stream will be firmly reestablished in 1953.—I.P.S.F.C. photo.

New Wrinkle In Tuna Imports

Southern California canners got a look last month at something new in the way of shipping foreign tuna into this country. The latest was a small experimental shipment to a Terminal Island packer. It consisted of two cases of 48-½s, with the tuna processed and packed in the can, then frozen and exported to this country from Japan without sealing and minus salad oil or salt.

It posed somewhat of a problem to customs men as to what category the shipment came under, frozen or canned? As the product was not offered for sale customs temporarily disposed of the problem of charging no duty.

Should shipments of this kind increase, it will also impose quite an inspection problem for the California State Bureau of Cannery Inspection, officials say. California regulations call for inspection of tuna not already sealed in a can, to be inspected both raw and after cooking.

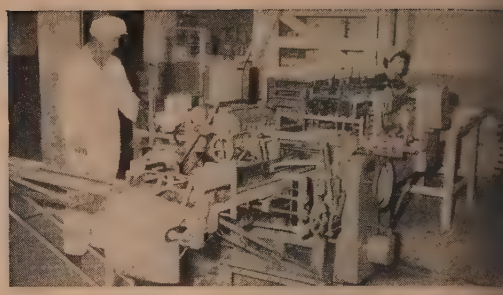
Preliminary offerings of semi-processed tuna were at $1,200 per ton, in ½-lb. cans, without oil or salt. This would approximate $12.00 per case, and would require probably another $2.00 for oil and labor to complete.

Tuna was also arriving in Southern California from Japan as whole frozen Albacore, at $415 per ton, C.I.F. Skipjack was offered at $290. Raw loins were quoted at $600 f.o.b. Japan; cooked loins at $960.

Japan's first year of voluntary quotas on both the raw and canned product ended April 1. To that time she had exported to this country 21,000 tons of raw, (originally the quota was 12,000 tons), and 1,150,000 cases canned, up 150,000 from the initial quota.

Although not official in early May, Japanese packers were urging their government to permit export of 30,000 tons raw frozen and 1,500,000 cases packed in brine or oil. The period would be from April 1, 1953 to March 31, 1954.

RUGGED



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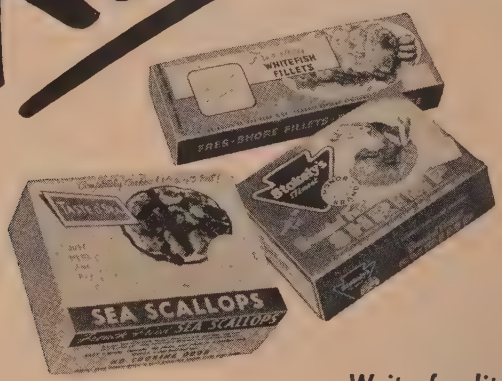

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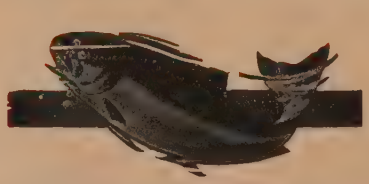

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sh Divoteers Stage ıccessful Spring Tourney

e skies and ideal golfing condi- brought out a record turnout the Seattle Fish Divoteers' ıth annual spring tournament at :ainier Golf and Country Club 1, 144 golfers playing the 18 and 188 members enjoying the ity at the "nineteenth" hole and ınquet in the evening.

k Pierce, of the Whiz Fish Prod- Co., the new president of the Divoteers, presided at the ban- which was featured by the ling of the day's prizes and per- ıt awards by that talented Se- Magic Ring magician, Hugh of the Minneapolis & St. Louis ad Co.

Schmitz, Seattle Box Co., was inner of the Royal Mail Line r for low net in the first divi- with a card of 64. Walter Estby, Packing Corporation, came up . 75 to take low gross honors in st division.

Bob Finke trophy for low net second division was won by l Gramson, San Juan Fishing & ıg Co., Warrenton, Oregon with Low gross in this division went J. Wakeling, Baltimore & Ohio oad Co., who carded an 81.

Jack Pierce, Whiz Fish Products Co. is new president of the Seattle Fish Divoteers.

Dave Shea, Chicago, Burlington & Quincy Railroad Co., shot a 61 to win the Blue Star Line trophy for low net in the third division. The award for low gross for the second successive time went to Bob Silver, Whiz Fish Products Co. with a 92.

The spring tournament was staged under the able direction of Ray Wallitner, Nickel Plate Road, assisted by Charlie Sherriff, B. R. Anderson & Co.; Bob Dignon, Northern Products Corporation; J. D. Given, Delaware, Lackawanna & Western Railroad; Clare W. Kidd, National Bank of Commerce; and H. T. Ferguson, Pacific Atlantic Shippers Association.

The Sponsors Committee, which did a fine job of lining up the prizes, was headed by Steve Kipper, Can-Go Shippers Association, assisted by Walt Meredith, Kelley-Clarke Co.; J. G. Blasingame, Washington Fish & Oyster Co.; Edward Verner, Leslie Salt Co.; Paul Deardorf, James Farrell & Co.; and Randall Beard Jr., New England Fish Co.

Entertainment was arranged by Ralph Syverson, San Juan Fishing & Packing Co., chairman, assisted by Philip Leduc, Fibreboard Products, Inc. Joe Brennan, Talbott Carroll & Co., again did an efficient job of handicapping.

lmon Tender Refrigeration atures Alaska Preparations

igeration of cannery tenders is ment of growing note in the salmon fisheries, more than vident as the fleet prepares for rth this season.

development is believed to rom two primary sources:

ne growing practice of gather- h from considerable distances entral point for packing; thus ıg the outlay necessary for nd cutting the per-case cost by g a larger pack;

creasing appreciation of the lity for improved quality at ost by means of refrigerating n aboard tenders by a combina- ice and mechanical refrigera-

believed that all the tenders ly being equipped for this xpect to combine the use of l ice and frost coils. Where and halibut boats generally sed refrigeration systems for mary purpose of holding their il the fish are taken, tender e is to carry a part-load of ice with which the fish are mixed as they come aboard, while the frost coils thereafter keep the whole in good condition.

Baker compressors and other equipment have been favored for a number of these installations.

Two of the jobs are on tenders of the Kadiak Fisheries Co., the *Sunrise* and the *Jaguar*. These vessels are equipped identically with 4-cylinder Baker Freon compressors powered with 7½-hp. motors.

Marine View, a big seiner owned by Harold Anderson and refrigerated for service under charter to the Alaska Packers Association, has an outfit similar to that on the Kadiak boats; and so does *Bainbridge*, owned by Capt. Sam Mirkovich, another Alaska Packers Association charter.

Mrs. Anna Ancich of Gig Harbor is having her vessel *Anna A.* outfitted with this same Baker Freon quad system for an Alaska salmon charter.

The *Guide*, owned by L. Salderson, is being equipped with a 2-cyl. Baker ammonia system for her cannery tender charter.

Fishermen's Union Re-elects B. C. Leaders

Price negotiations in British Columbia's salmon industry will soon be under way, and all interests hope that the season will not be marked with the prolonged and costly deadlocks and tieups that plagued them in 1952.

Members of the United Fishermen and Allied Workers Union, representing most of British Columbia's commercial fishermen. re-elected the same men who led them last year—Reg Payne, president; Homer Stevens, general secretary; Alex Gordon, business agent.

Unionized shore workers submitted new wage demands to the Fisheries Association of British Columbia early in March seeking pay boosts ranging from 10 to 30 cents an hour, with a 40-hour working week. Negotiations affect all cannery workers, fresh fish and cold storage workers and net workers in Vancouver, Steveston, Victoria, Prince Rupert and Namu.

The Native Brotherhood of British Columbia, comprising about one sixth of all the coast gillnetters and about half the seiners, decided at its convention in Hazelton that it would negotiate with all parties concerned and would not sign an agreement with any one group.

Another factor will be the newly organized Gillnetters Association which has a strong following in the Fraser River area. It was organized primarily because of dissatisfaction with the union leadership which was held partly responsible for last season's tieups.

Seine Sea Food Packing Corp., Port Costa, Calif., a sardine reduction plant in which **John Costanza** was managing partner, is being dismantled. It is reported that the machinery which was mostly California Press Manufacturing Co., is going to be sold to Mexican interests.

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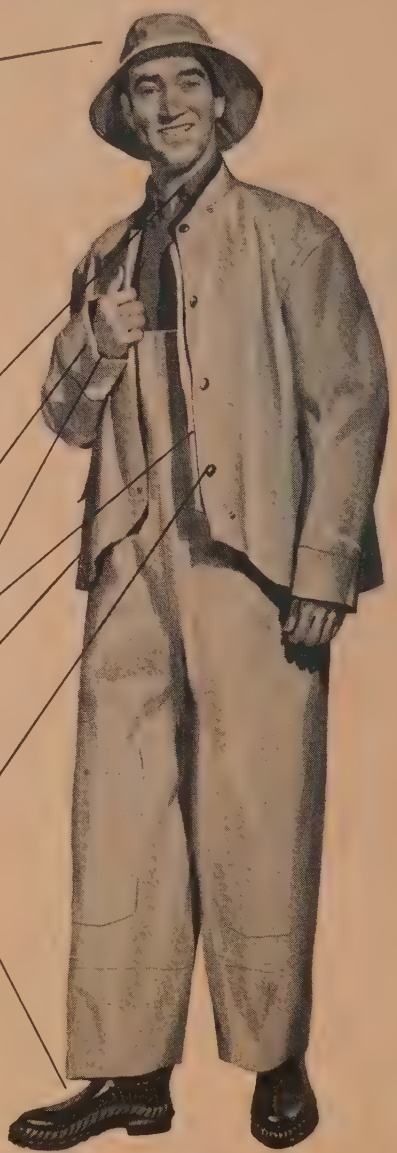

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JANICE

Newest Seiner in the Hamilton Family

t operation is an old story to y operators but when a family es a fleet of purse seiners then ecomes news. Such is the case Hamilton family of Ketchikan.

Hamilton, the *Tern;* and George, Jr. the latest addition to the fleet, the *Janice*. It is about George, Jr. and his fine new seine boat that this story is written.

I.C. Marine staff get together with the owner of the "Janice" on ial trip. Left to right: Gene Schultz, N.C. Marine; Nils Rosenberg, Marine, who handled the details of the sale and installation; ge Hamilton, Jr., owner of the "Janice"; and Eldon Erickson, man- er of the N.C. Marine, Caterpillar marine engine distributors.

y years ago George Hamilton o Alaska and established a fish- adition which today means a fine boats operated by himself s three sons. He is one of the known of the Alaska seiners, credited with establishing the Island cannery, now owned and ed by the New England Fish ny. He is still at the cannery any of the old timers feel that yes Island plant wouldn't be the vithout him.

is sons grew up each took to like the salmon they caught. amilton currently operates the *Sea* and the *Invader;* Gilbert

When he was 12 years old George, Jr. started out with his father learning the ways of the salmon. From far to the westward into southeastern waters and on down to Puget Sound the schooling went on. After a few years George, Jr. decided to strike out for himself and he acquired the *Cape Ulitha,* his first boat.

Being an able fisherman it wasn't long before he wanted a better boat with the more complete equipment and thus came his second craft the *Argus*. Hamilton fished the *Argus* for a while and then this last year disposed of it and started looking for a new boat.

Thus we come to the *Janice,* an Alaska-limit seiner, 55'6" x 16' x 7', which George, Jr. thinks has all the things he has been looking for built into her. The new craft is fine-lined, fast and able. Hamilton will fish her at False Pass for PAF, then move on for a try in Prince William Sound, then on to Noyes Island where he will set his net for Nefco and then in the fall Puget Sound will be worked.

Janice is the latest of a long line of fine boats to come from the yard of

The main engine, the new Caterpillar D-337, of the "Janice." This engine is the first to be installed in a fishing vessel on the Pacific Coast.

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YOU WILL FIND Radiomarine serving you in every phase of maritime electronics. In addition to producing, selling and servicing a complete line of communications and electronic navigational aids, Radiomarine maintains a world-wide, shore-to-ship communications service. Radiomarine also manufactures specialized electronic apparatus to military specifications for Government agencies.

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Tmks. ®

RADIOMARINE CORPORATION of AMERICA

A SERVICE OF RADIO CORPORATION OF AMERICA

Jacobsen, Seattle boatbuilder. ll and house are largely built bsen's ideas of what a good limit boat should be and re- e trend to more roomy galleys nfortable crews quarters.

is connection it is interesting that the galley bulkheads are with a vinyl-coated board makes it much easier for the maintain a clean bright gal- e mess table is off-set slightly v the cook room to work at of the galley while the crew ng chow. An Olympic stove, diesel fuel, was the choice of per for cooking purposes.

eck, Hamilton has Kolstrand id anchor winches both driven main engine power take-off. on the seine table is electric- ven.

lton has decided to keep his y electronic equipment to a m and has only a depth sound- a 65-w radiotelephone aboard. not, for the present at least, y other equipment installed.

anice's power plant is a first fishing fleet in this area. The lar D-337 main engine is the be installed in a fish boat, ac- to the N.C. Marine, Caterpillar engine distributors who in- he new plant. Rated at 250- imum and 170-hp continuous engine turns a 46 x 29 Cool- eel on a Monel tail shaft.

ower plant has a Twin-Disc hydraulic reverse and reduc- r with three to one reduction. for both throttle and reverse two-station Mathers controls. be said here that the Mathers cable-operated, is fast becom- of the most widely used and ory pieces of equipment to the market in recent years.

uxiliary power a small Kohler tt generating plant was also by N. C. Marine.

all the *Janice* is a fine new credit to her builders and to rs and an able addition to the wing fleet of seine boats Alaskan waters.

Mr. and Mrs. Jack Repanich (left) and Mr. and Mrs. John Plancich, greeting guests at the Fishermen's Packing Corporation party

FPC Celebrates 25th Anniversary

A gala occasion was the 25th anniversary party held by the Fishermen's Packing Corporation on April 28th.

Greeting the more than 500 invited guests were Jack Repanich, president of the company, Mrs. Repanich and John Plancich, general manager, and Mrs. Plancich. The celebration was held at the Olympic Hotel in Seattle and in attendance were most of the leading purse seiners in the Puget Sound area.

Each guest was given a small book giving the company history, a report by both Repanich and Plancich and a list of the key figures in the company.

Jack Repanich, one of the original stockholders in the company and president of the organization for many years pointed out that he feels there is a bright future for the company under the present management and board of directors.

John Plancich, who has been the general manager of the company for many years, reported that the success of the company was a reflection of the resourcefulness, cooperation and loyalty of its members.

Current board of directors of Fishermen's Packing Corporation are Repanich, Plancich, Peter Milos, Paul Martinis, Matt Vodanovich, Paul Serka, Frank Barcott, Jr., Andrew Vitalich, Nick Vitalich, Steve Zitkovich and George Cuculich.

Japanese Crabbers Again in Alaska

The Japanese crab fishing fleet is operating in the outer waters of Bristol Bay again this year according to reports received.

The cannery ship *Tokei Maru* is anchored some 12 miles north of Amak Island according to Lowell Wakefield of Wakefield's Deep Sea Trawlers, Inc. Wakefield reports that the Japanese gear is out in a 10-mile square area around this location.

The Alaska legislature during its recent session passed a memorial asking the United States government to take action toward safeguarding the crab fishery in the bay. Alaskan fishermen have long considered this area as Alaskan waters although U. S. Fish & Wildlife officials hold that this fishery is being conducted outside the 3-mile limit or in international waters.

Lloyd Turnacliff, manager, Meredith Fish Co., Sacramento, and Mrs. Turnacliff, attended the NFI convention in Washington, D. C., and then flew to Nassau, in the Bahamas for a vacation.

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Full line of Gasoline and Diesel Types
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MARINE DIESEL
FOR MEDIUM HIGH SPEED SERVICE IN FAST CRUISERS OR COMMERCIAL CRAFT.
Smooth running and powerful, this compact "Diesel Six" is ideal for new or replacement power in fast cruisers or commercial craft. Overhead valve type 80 H.P. motor has 4" bore, 4" stroke and 302 cubic inch piston displacement. It has a 12 volt heavy duty electric starter and generator, fresh water cooling, and includes the best and newest features in diesel marine engine design. Red Wing manufactures other marine diesels 30 to 200 H.P. and gasoline models from 10 to 90 H.P.
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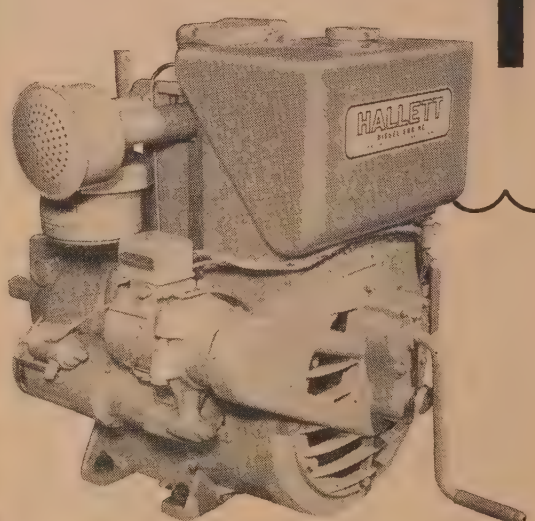

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Rugged, heavy-duty 4-cycle design makes the 5 H P Hallett Model AC-1 the choice of fishermen everywhere. Other models to 18 HP.

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World's Finest Low Horsepower Diesel Engines
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ain Facts About Canned Fish Selling

By Richard Hooker
Food Fair Stores, Inc.

reciate the opportunity to re-
th you briefly today some as-
f the canned fish situation
rovide food for serious thought
hope—a stimulus for action
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representative of retailing, my
will necessarily reflect our
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ve of value to both of us. You
sell more canned fish; we
see more canned fish bought
stores. Both of us want to
normal profit. The experience
t years points to several ways
those goals can be achieved.
d fish is one of the more im-
components of food store vol-
the continuing analysis of our
line which we at Food Fair
an operating guide we break
ovement figures into some
commodity classifications. In
1 month, we find that canned
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in many respects.
d that canned fish is a sig-
grocery item, what is there
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y there's an urgent need for
It's just this: looking at our
erience from 1946 to date we
rbed by the steady decline
portance of canned salmon,
vise and in relation to other
lucts. Before World War II,
as by far the most important
ne canned fish line. That is no
ne case. Tuna has come up
d rate, while salmon tonnage
ed off markedly.
Food Fair's figures for 1946,
year of normal distribution
arl Harbor, as a base for an
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as 100; in 1950, 113; in 1951,
in 1952, back off to 107.
wever, shows up at 274 in
l in 270, 300 and 320 in the
years.
'air's sales volume increased
2,000,000 in 1946 to $260,000,-
52, and will approach $300,-

en before the National Fisheries
Eighth Annual Convention in
n, D. C.

000,000 in the fiscal year which ends this month. It is clear that our salmon tonnage has actually declined in proportion to our sales volume. Tuna tonnage, on the other hand, has kept up with and slightly exceeded our overall rate of increase.

Richard Hooker, head grocery buyer, Philadelphia Branch, Food Fair Stores, Inc.

For this situation there are two major reasons. Tuna has done an excellent promotional job, while salmon has been promoted apathetically. But more important than even that factor is the price picture. Compared with 1946, tuna prices in 1952 were more than 10% lower. Salmon, however, has advanced 30 to 50% in price in that same period. While there are logical and sound explanations for this price increase, the fact remains that salmon is fast becoming a luxury item and is well on the way to being priced out of the mass market.

Another phase of the price situation is worth noting. Retailers are interested in adequate margins and fast turnover. As salmon prices have risen, turnover has fallen off, and our margins have been compressed. Since 1946, salmon canners have been able to clean up their packs from pack to pack, but too often that cleanup has been at the expense of retailers who have been forced to take lower margins than pre-war to move out their stocks. We are naturally not eager to push items on which a fair return cannot be realized. With shelf space at a greater premium than ever before, we are compelled to put our strongest efforts behind the items which give us the best gross return. On that basis, tuna gets the nod over salmon.

Reference to selling efforts leads us back to the question of promotional emphasis which I cited a few minutes ago as a major factor in tuna's pre-eminence over salmon. There is no question that the tuna industry has been doing a splendid job in this respect. Its advertising and merchandising are consistent, heavy, and aggressive. Labels are attractive and geared to self service selling methods. Other point of sale material is being exploited fully.

Salmon could use similar treatment. The day is gone when any label will do, so long as it's red. While some independent packers are promoting aggressively, too many salmon packers seem to be resting on their oars. Judging from the extent of their promotional activities, national packers, for example, almost seem to be carrying salmon as an accommodation item; and it looks as though fewer consumers are being so accommodated every year. Heavier expenditures are a "must." On canned pineapple, which today ranges in cost from $2.15 to $6.40 a case, packed 24's, canners contribute 10 cents per case for point of sale promotion and seven cents for industry promotion. Five cents a case is spent that way for salmon, which runs $9.50 to $28.00 a case, packed 48's. On a unit basis and in relation to dollar volume, this difference is significant.

Without belaboring the point, it is clear that the time has come for intensive industry - wide promotional activity on salmon. More and better advertising, new labels, and consistent and aggressive merchandising are needed to reverse the sales trend. Even more important, everything possible must be done to arrest the steady price rise and to get the price of salmon down. And when you've done everything possible, take a hard look at the factors which look impossible. Old Mother Necessity is knocking at your door.

There is a real prospect that if the present trend continues salmon will become a luxury item, shorn of its traditional mass market and handled only by the outlets that handle imported caviar. The task before us all, as I see it, is to reverse that trend.

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San Juan Fishing & Packing Co.

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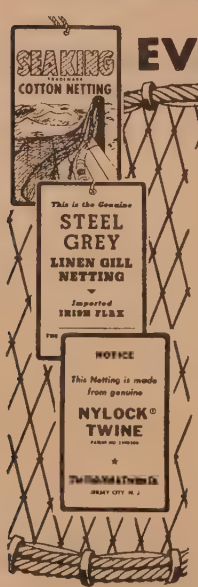

For good fishing and good profits, stow aboard a good SEA KING cotton net or one of our many types of Gill Nets, as indicated on the left.

Your dealer knows FISH NET & TWINE Netting. Its fine reputation dates back more than a century.

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The Fish Net & Twine Co.

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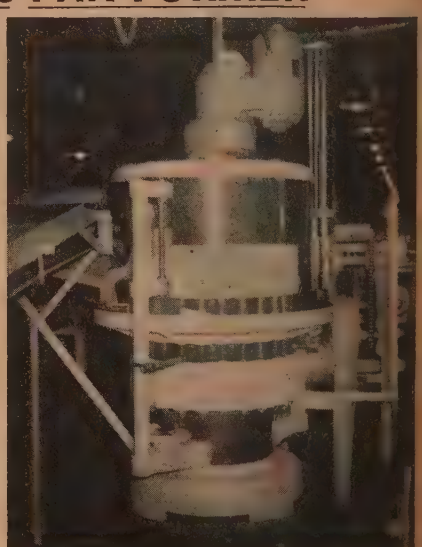
The PAK-FORMER



Leading tuna canners are now using the PAK-FORMER for their Chunk and Grated Style Packs. A variable speed drive permits filling speed adjustments of between 50 and 250 cans per minute. Available to the industry under similar terms as our PAK-SHAPER.

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)OD FISH
ARKETING
n of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

June 1953

ttle Market—
As Seen Through the Eyes Of Seattle Selling Agents

onth we're going to sit back sy chair and let some of our nds in the brokerage busi- e you their impressions of ed salmon market and the or the coming season on the ront . . . as set forth in their lletins to the trade.

cal broker was thoughtful point out: "Seattle *will not* light saving time this sum- will throw our office hours nt with eastern cities which n daylight saving. Those of are on Eastern Daylight have closed by the time we lunch hour." It was sug- Please advise us immediately re on daylight time. Also he home phone number and f one or two in your organi- ion we may contact.

menting on the Columbia ing salmon season which pril 30, another broker had y: "High hopes were held l spring catch, at least equal ason, which was 30% above now appears that the run and escaped up river to ning beds during the early April, while the fishermen aring their boats and nets ig catch.' Army Engineers reported that the count of at Bonneville Dam for s the biggest on record." Note: 125,000 Chinook er the dam in April.)

small spring pack of fancy prospect," this broker sug- will be well for buyers to urrent offerings of interme- es, carried over."

early, of course, to predict he of the fishing season on r River in Alaska, which cially on May 1, and as one r reports, "Some years they with ice conditions, but we ly informed that fishing this year are ideal. Last pper River had an unex- ge run of fish . . . but it rishful thinking to expect a formance. It is usually the 10th of May before fishermen start their operations (Editor's Note: Settlements for fish prices and wages permitting) and the second or third week in June before any new pack Copper River Chinooks and Sockeyes are available for shipment from Seattle. If a normal run ensues, undoubtedly the pack will go into halves. Should there be an unexpected large run, tall tins would be utilized."

Discussing pre-season activity, one sales agency had this to offer: "It is useless to speculate now as to the probable production of any species, except that there will be more Pinks than last year. The total U. S. pack of Pinks in 1952 was only 1,175,000 cases, shortest, with one exception, in 30 years. Puget Sound will have Pinks this year."

"Few changes have been made in fishing regulations this year. The Nushagak district, in Bristol Bay, is to be closed. (Editor's Note: A new order permits fishing on the Nushagak with set nets and drift nets for two days each week, from June 25 to July 25) Prince William Sound is shortened to the period between July 13 and August 5. Southeastern Alaska will return to the staggered-opening plan in effect prior to 1952, and the three northerly districts in Southeastern Alaska will be permitted an early Chum season."

Discussing the current market, another brokerage concern pointed out that "The biggest consuming months of 1953 are between now and the time the new pack is available in early September. These summer months of May, June, July and August must be supplied from present available supplies which are getting 'shot': Alaska Red halves are cleaned up . . . Pink halves are gone . . . Pink talls are in hands of one or two (independents are sold out) . . . Medium Red quarters are just about gone . . . so the demand during the big consuming months will necessarily be supplied from Medium Reds and Chums, aside from the few remaining Pink talls."

Another brokerage house took the same slant, "Salmon shipments during the first three months of 1953 have far exceeded those of the same quarter a year ago . . . and with more than three months of the best salmon consuming period coming up before the new pack becomes available, remaining stocks should clean up nicely. We recommend you cover your trade promptly."

Tuna Still in Short Supply

Canned tuna continued in short supply as May advanced while demand was heavy practically throughout the country. Southern California packers were trying to build up some inventories but without too much success.

Apart from a spurt in waters of the Gulf of California tuna fishing was reported slow all along the line to Peruvian banks. Bait was short most everywhere. Purse seiners operating off Mexico were having fair success, but bait boats complained of poor yields and long trips.

To May 1 Southern California packers had received 38,000 tons of raw material, including some 9,000 tons of frozen imports; this was somewhat ahead of the same period last year, in total tonnage.

The southern district of Los Angeles-Long Beach and San Diego had processed 1,700,000 cases. While total figures to May 1 for all of California were not available these probably did not bring the state's total of canned tuna to beyond the 2,000,000 mark.

If predictions for May held, Southern California flumed from tuna clippers, purse seiners and frozen imports around 18,000 tons. With the Albacore season not expected to produce much before July 1, June's gross delivery of raw material will probably equal May's.

Breakdown of the California tuna-case pack for the first three months of 1953, in standard cases of 48 cans:

Albacore, Fancy	118,701
Albacore, Chunks	23,534
Light Meat, Fancy	187,445
Light Meat, Chunks	427,798
Light Meat, Grated	216,884
Tonno	36,828
Specialty Packs (probably tuna & noodles)	55,360
Bonito	
Yellowtail	1,624
	1,068,174

Shrimp Prices Climb Imports Decline

Imports of shrimp, mostly frozen, into the United States in 1952, were 38,470,510 lbs., a decrease of 8% below '51. In 1952 Mexico contributed 88% of the total, as against 94% in '51 and 99% in '50. The declining position of Mexico as chief supplier of green shrimp to this country has been due mainly to the poor fishing along the 2,200 miles of Mexico's Pacific shrimp fishery.

This year to May 1, the decrease is even sharper. The imports from the Gulf of California and along Mexico's west coast amount to less than 5,000,000 lbs.

With shrimp in such short supply, wholesale prices, f.o.b. west coast have climbed. On April 15 another raise in price was announced, this bringing the counts under-12, 12-15, and 16-20 to $1.05, probably highest in history. Even the lowly 43-65 count was quoted at 80c per lb., practically double the quotation of last year. Prices were for top quality, layer pack, brand named.

It is interesting to note that Mexico's drop to 88% from 99% in two years, means that other countries have been developing their shrimp grounds for export to this country. Principal among these is the Panama-Canal Zone district whose exports here were 291,256 lbs. in '50; last year these were 3,902,863 lbs. Other countries sending us green shrimp were Argentina, Holland, Japan, etc.

Petley, Clark & Johnston New Food Brokerage Fi

A new food brokerage comp Petley, Clark & Johnston, Inc., St. and Cromwell Ave., New City, has just been organized group of veteran food marketing Officers are George E. Petley, p dent, until recently vice president director of George A. Mendes & Leonard J. Clark, executive vice ident, for 17 years associated the Borden Company; George Johnston, vice president, former director of George A. Mendes & Mrs. A. B. Syms, is secretary office manager.

Fortune Fisheries Gets San Juan Account

Fortune Fisheries, San Fran sea food distributors, has been pointed northern California distr tor for the San Juan Fishing & P ing Co.'s line of frozen fish, shell and salted fish products, accordi Robert Cole, one of the partner Fortune Fisheries.

Mr. Cole said that the appointm also included sales in this area products from the company's Wat ton plant.

WILLAPA BAY OYSTER STEW NOW BEING CANNED

Oyster stew labeled "South B recently went on the market for first time. It is made by the Wi Bay Oyster company, owned and aged by Edward J. Gruble.

The full label will be Willapa oyster stew, made in South B Wash.

largest line of seafoods under one packer's label

Bumble Bee

quality keeps customers sold

COLUMBIA RIVER PACKERS ASSN., Inc.
Astoria, Oregon

ROBERT L. STIX, IN
CANNED and FROZEN FI
National and Local Sales Representative
Write us for a free copy of our U. S. 1950-1952 PRODUCTION AND IMPORT SUMMAR
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A QUALITY CANNED SALMON FAMILY UNDER ONE LABEL—FOR EASIER MERCHANDISING

. . . the label backed by ADVERTISING and a planned PROMOTION

WHITNEY'S ALASKA RED SOCKEYE SALMON
WHITNEY'S MEDIUM RED SALMON
WHITNEY'S PINK SALMON
WHITNEY'S SALMON

WHITNEY & COMPANY, CENTRAL BUILDING, SEATTLE 4, WASHINGTO

Year Tuna Trade ed by Imports

s of tuna and tuna-like fishes, and canned, into California nuary 1 to the third week in howd a considerable increase same period in 1952. For the is year, 4,716 tons of frozen arrived, against a total of s last year.

nned product, including bon- ed 28,166 cases, as compared cases in '52. However, all the s tuna packed in-brine, from xcept 100 cases in-oil, from country.

eakdown so far in 1953 is: from Japan: White Meat, ses; Light Meat, 9,880. In-oil, pan: White Meat, 25 cases, eat, 111, and Bonito, 500

o late March had sent in s, Yellowfin; 556 tons, Skip- pan: 2,845 tons, Albacore; , 50 tons. Peru exported to a, 2,500 cases bonito, in-oil; in-brine.

J. S. tuna imports for Janu- : Raw, 1075 tons; canned in- 90 lbs.; in-brine, 1,570,179 to, in-oil, 1,115,284 lbs.

Theo. Weissich's approach to the crab-packaging problem calls for packing cooked, dressed crab, cut apart and ready for cracking, in a polyethylene bag, which is inserted in this lithographed-in-natural-color carton manufactured by Fibreboard Products, Inc., and then frozen.

Sylvan Burkenroad, sales manager, canned foods division, Parrott & Co., San Francisco, is back at his desk after a three months trip that took him through the Southwest, South, Atlantic Coast and Mid-West.

Norwegian Operator Visits San Diego

Sigfinn Bartz-Johannessen, Norway's largest herring operator and exporter, arrived at San Diego, April 26 on the Norwegian motorship, *Bataan*. He operates 400 herring canneries along the Norwegian coast and also the floating reduction plant, *Culpea*.

While in California, the Norwegian was guest of Wilbur-Ellis Co., importers. He planned to remain on the Pacific coast a month, conferring with tuna and salmon cannery officials. He brought word the Norwegian Canners Association has launched an intensive three-year advertising and promotion campaign in this country in behalf of 106 Norwegian seafood packers.

VD of DISTINCTION
Known to discriminating buyers everywhere
Delca BRAND
ALASKA PINK SALMON
HT ILB. SALT ADDED
IER OXENBERG PRODUCT
quiries solicited from epresented territories
DENT SALMON CANNERIES, INC.
KETCHIKAN, ALASKA
L STREET TERMINAL, SEATTLE 1

It's NEW!
QUICK ECONOMICAL DELICIOUS
Star-Kist DINNER EGG NOODLES AND TUNA
Ask your Star-Kist Tuna representative for details

C. F. BUELOW COMPANY INC.
Distributors
Alaska and Puget Sound Canned Salmon
Crab Meat and Northwest Tuna
MAIN 4464
Smith Tower, Seattle 4, Wash.
SPOT LITE BRAND ALASKA PINK SALMON

PREMIUM QUALITY!
NATIONALLY ADVERTISED!
BREAST-O'-CHICKEN BRAND
Fancy Solid Pack TUNA
WESTGATE-CALIFORNIA TUNA PACKING CO.
28th Street and Harbor Dr. San Diego, Calif.

No California-Canned Squid for the Army

California had canned 111,045 cases of squid to April 1 and probably would like to sell some of it to the government. But no, canned squid containing the ink sac is not acceptable to the Army for use in Korea feeding. That meant all bids based on canned squid packed in the customary commercial way have been rejected.

When informed that California canned squid contained the ink sac—and always had, the GMQ cabled Tokyo to ask whether this would be acceptable. The answer came back no. Last month efforts were being made to change this; if unsuccessful, the squid will be purchased in Japan.

SEATTLE MARKET

Prices are those quoted at presstime by Seattle Brokers for stocks of good quality F.O.B. Pacific Northwest terminal points in cases of 48 cans.

Species	Prices Quoted
Alaska Salmon	
Sockeye, Talls	$27.00-28.00
Chinook, Talls	22.00-25.00
Chinook, halves	16.00
Med. Red, Talls	20.00-21.00
Med. Red, halves	12.00-13.00
Pink, talls	20.00
Pink, halves	11.00-12.00
Chum, talls	15.00-16.00
Chum, halves	9.00-10.00
Puget Sound Salmon	
Sockeye, halves, hand filled	20.00
Med. Red, talls	21.00
Med. Red, halves	12.00-13.00

CRPA Appoints New Brokers

Continued growth of Bumble Bee Seafood sales has led to the appointment of six new brokers just announced by Fred Sandoz, sales manager for Columbia River Packers Association, Inc., Astoria, Oregon.

Wm. H. Stanley, Inc., formerly covering the entire State of New York, will serve only the metropolitan New York area. Three new brokers will handle up-state New York sales: Maranville Brokerage Co., Albany; G. J. Ralph Co., Syracuse; and Starck & Coleman, Buffalo. Additional appointments made include L. G. Allen Brokerage Co., Phoenix; Anderson-Ritchins Co., Salt Lake City; and E. D. Cambon Co., New Orleans.

Union Fish Snaps Up Its Antique Brand

The Union Fish Co., San Francisco, veteran producer of "Pearl Brand" salt codfish, has freshened up the old, familiar package considerably.

The colors on the cartons, which are produced by Fibreboard Products, Inc., have been brightened; the background of the carton has been changed somewhat to make the vignette the codfish stand out more, but main change has been made at end of the carton.

Here is introduced for the first the insignia of the Union Fish C red, white and blue banner, wi codfish super-imposed. Next to th an aid to modern merchandisin blank white space with the w "Price," printed, and below that for the retail merchant to mark price of the item.

Southern Californi Canned Fish Mark

Quoted F.O.B. Pacific Terminal Presstime.

TUNA—	
Advertised Brands:	
White Meat, Fancy	$16.00
White Meat, Chunks	$14.00
Light Meat, Fancy	$15.00-
Light Meat, Chunks	$13.00-
Light Meat, Grated	$ 9.80-
Private Label:	
White Meat, Fancy	$15.00
Light Meat, Fancy	$13.50-
Light Meat, Chunks	$12.00-
Light Meat, Grated	$ 9.60-
Light & Dark	$ 7.50-
MACKEREL—	
Pacific, tall, nat	$ 8.50
Jack, tall, nat	$ 8.00-
SQUID—	
In Brine, tall	$ 4.50
ANCHOVIES, t/s, 5 oz. 100	$ 7.75

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ES PROFITABLE *Lathrop* POWER

Richardson's boat, "Conquest" is powered with a D-100 Diesel with 2-1 reduction gear and 32 volt r. The Captain can call on his dependable Lathrop ce a speed of 9½ knots per hour.

Send for your catalogs today
Gasoline and Diesel Engines, 20-200 HP.

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Five sparkling models, for every type and size craft! Feature fully-concealed oil burner (burns diesel, too!), plated sea rails, enamel finish, roomy oven, space-saving lines.

SIZES:
Y-12: 18½x25¾x21"
Y-16: 20x30¼x23½"
Y-18BM: 24¾x35½x32"
Y-18LM: 24¾x35¼x25¾"
Y-20: 25x42x32"

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ANACORTES, WASH.

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"Snow Cap"

COHOE
"Olympic"—"Snow King"
"Green Breaker"

PINK
"Ocean Spray"—"Waterfall"
"Ocean Blue"

CHUM
"Golden West"—"Golden Glow"
"Sea Diver"

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THESE finely tempered Norwegian fish hooks not only give you quick, easy-penetrating points and sturdy bends and shanks BUT—they have the stamina to "stand the gaff" and bring in your catch and save you considerable replacement and repair. Note their durable finish too. Your dealer has them.

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Vancouver, Victoria, Prince Rupert

More and more seine fishermen are using SPONGEX PLASTIC FLOATS

January 19, 1953
Mr. J. Lynn Miller, manager
Norby Supply Company
Western Avenue at University Street
Seattle, Washington
Dear Mr. Miller;
As you know, I used a sizeable number of the new Spongex Plastic Floats during the seining season just passed.
I thought that you would like to know that I was more than pleased with them. Generally speaking they have made my fishing operation more efficient and easier on my crew.
They do not soak up water, have reduced the weight of my gear and have made the net easier to handle.
I would like to add my recommendation of these floats to the growing list of fishermen who find them a useful addition to their fishing operation.
Very truly yours,
Don Hansen
"Viking Maid"

Spongex cellular plastic floats:

- Have greater buoyancy
- Absorb no water — never need drying
- Don't tangle lines
- Won't rot or crumble
- Resist wear from lines
- Need no protective coating

You'll buy fewer floats in the years ahead if you replace worn out ones with the new Spongex floats.

For complete information on Spongex floats contact:

Nordby Supply Company
1300 Western Avenue
Seattle 1, Washington

Marden and Hagist
N.W. 14th Avenue
and Savier Street
Portland 9, Oregon

C. J. Hendry Company
27 Main Street
San Francisco, California
Branches:
Terminal Island, California
San Pedro, California
San Diego, California

Lipsett's
Vancouver, B. C.

THE SPONGE RUBBER PRODUCTS COMPANY
695 DERBY PLACE, SHELTON, CONNECTICUT

ANOTHER SPONGEX PRODUCT

Abalone Fishing Forbid Along California Coast

The California State Senate passed a bill prohibiting comm abalone fishing along the Calif mainland coast for the next tw a half years. However, the abalo sources of the Southern Calif coast islands, such as San Cleme have been left open to abalone fi men, with the exception of ce parts of Catalina Island.

The bill also contains a pro that after 2½ years the Fish & Commission will have the pow make rules for commercial ab fishing on a rotation basis south Lobos.

Richard Croker, chief of the Bu of Marine Fisheries for Califo said the measure is necessary to serve the abalone supply."

Spring Chinooks Swarm Over Bonneville

In late April the Army Engi reported the second largest ru spring Chinook salmon ever to up the Bonneville Dam fish lad During one 24-hour period al 11,000 fish were tallied.

This may be the spring run w came up the Columbia River ea than usual and which was well u river before spring fishing start

Another Channel For Station KOW

Pacific Telephone has receive thorization from the Federal munications Commission for the time use of one additional chann Station KOW. The Channel inc for the company's "ship-to-s telephone service is expected t into use early this summer.

Calling congestion over the pr single channel is expected to b lieved somewhat by the use o additional channel. The service grown tremendously from an av of about 50 calls a month in 19 almost 3,000 calls a month today company, in 1947, applied to F.C.C. for a second full time ch but the scarcity of medium freq radio channels has prevented F.C.C. from complying with thi quest.

Establishment of the second nel will cost approximately $ It involves the installation o control equipment in Seattle's ha tance office, the installation of a transmitter at Edmonds and a receiver at Point Wells, near mond Beach.

Most ships subscribing to the ice have radio equipment arra for manual selection of either ch one or the new channel two. O may need extra equipment add to pick up the new channel. The phone company does not sell or "ship - to - shore" radio equip

...t Exploratory Shrimp ...g Encouraging

...hn N. Cobb shrimp fishing ...s carried out in Yakutat Bay ...djacent ocean waters yielded ...ing catches. A total of 79 ...re made.

...atches of pink shrimp were ...h the beam trawl from off ...Point to off Kame Stream. ...gs in this area averaged 242 ... pink shrimp per 30-minute ...h the best drag yielding 510 ... 80-count (80 whole shrimp ...) pink shrimp.

... traps set from the vicinity ...n Island to north of Knight ...re generally productive.

...trawl drags off the Cape ...eninsula resulted in negligi... of shrimp and fish. Drags ... scallop dredge in Yakutat ...t only a few scallops.

Einar Beyer, head of the Northern Products Coroporation and dean of the mild cure salmon fraternity, returned to his headquarters in New York City on May 1 after spending a month in the Pacific Northwest, meeting with the packers and planning for the coming season. In this picture, taken at his Seattle office, he is flanked on the left by Leif Eriksen, a new member of the staff; and on the right by Bob Dignon, Vice President and Seattle manager. At the extreme right is Toralf Ostbye, well known marine surveyor, who is treasurer of the company. Mr. Beyer got his start in the fish business in Hamburg, Germany, in 1893, made his first mild cure buying trip to the Columbia and Sacramento rivers in 1904, and in 1914 opened an office in Seattle for the Hamburg firm of Rud-Kanzow Co. In 1923 he established his present company. Mr. Eriksen formerly was with the Chatham Strait Fish Co. and Eriksen-Bye, Inc., of which his father, the late F. Eriksen, was one of the founders.

...t Trollers Test ...egulations

...suit to test the Washington ...ations is coming up. Prelim... ...rings are being heard in the ...County Superior Court. ...t was filed by Willapa Har... ...neys representing 132 sal... ...ers. The action alleges that ...tions are discriminatory and ...itional. The fishermen are seeking an injunction to prevent the law from taking effect.

The issue is the 2-percent fee on salmon taken outside the 3-mile limit and prohibiting possession or transportation of fish caught from November 1 to March 1. Also involved is the $10 license fee for offshore fishing.

At presstime no reports on the success or failure of this action had been received.

Richardson Visits Factory After N.F.I. Convention

John E. Richardson, Pacific Coast manager, The Linen Thread Co., left his San Francisco office in April to attend the NFI convention in Washington, D. C. Later Mr. Richardson visited the headquarters of the company in New York, and the factory at Paterson, N. J.

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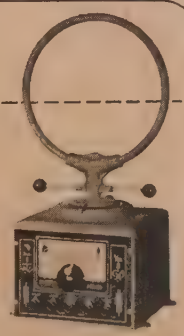

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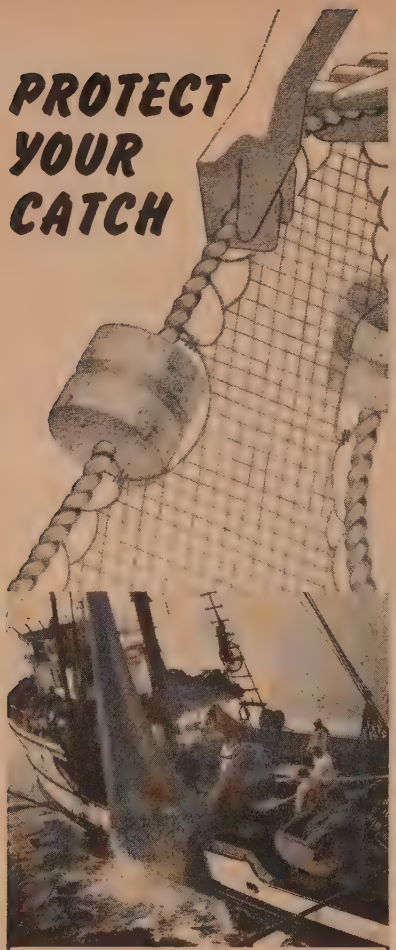

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Meredith Enters Shrimp Operation at Bodega

Meredith Fish Co., Sacramento, Calif., is getting ready to go into the California ocean shrimp business in a big way, according to Lloyd Turnacliff, head of the company.

The firm has purchased a building in the town of Bodega, about five miles from Bodega Bay, and will install shrimp picking facilities there. Frank Lucido, manager of Meredith's Bodega Bay operations went to Alaska to study the shrimp industry there, and the California shrimp will be sold fresh, with the surplus frozen.

Paul Wedel a pioneer in the Bodega Bay fishery has signed up to fish shrimp for Meredith.

At the Meredith plant at Bodega Bay a mechanized fillet line is being installed.

Meredith continues its aggressive merchandising tactics. Now they are running two-column 5" advertisements weekly in Sacramento newspapers, hailing the "Fish of the Week." The advertisement calls attention to the fact that dealers displaying the "Ocean Beauty" insignia have the fish of the week on hand, and at the same time these dealers are supplied with a stock of free recipes to give away telling how to prepare the fish of the week. Many stores tie-in with the Meredith ad.

Shad Fishing on Sacramento River

Limited shad fishing was being ducted on the Sacramento River month. Shad and shad roe were b packed at Hickmott Canning Co., tioch, Calif., and Bell Smoked Co., San Francisco, was packing

Prices quoted for the canned g were $11 per doz. shad roe in 7½ cans, and $7 per case of 48 15 oz. of shad.

Seed Oysters Planted In Humboldt Bay

Oyster operations were renewe Eureka after a lapse of some fi years recently when Ralph Hayes, cata, announced the planting of 000 seed oysters in the north bas the bay along the Samoa side.

Prefacing the plantings, the was thoroughly inspected for "dr and other conditions by Dr. He Orcutt, of the State Bureau of Ma Fisheries.

Hayes, who is employed by the ifornia Barrel Company at Ar states that the seed oysters brought to Humboldt Bay from state of Washington, following inal importation from Japan, underwent three inspections be planting. He expects the first plan to mature in about 18 months.

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America's Finest

SOYBEAN SALAD OIL

PREMIUM FLAVOR AT NO EXTRA COST!

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A superb oil for canning tuna and sardines!

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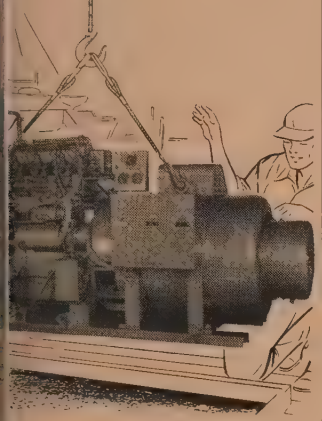

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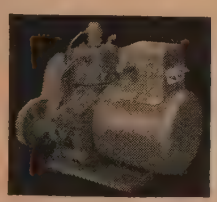

STATES MOTORS CORP.

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U.S. STATES MOTORS CORPORATION
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Salmon Seasons Set For Puget Sound Fishing

Commercial salmon fishing regulations for the 1953 season on Puget Sound have been set by the Department of Fisheries.

Seasons and weekend closures will be virtually unchanged from last year with the exception of an extended escapement period late in July to protect the rapidly rebuilding Quesnel River run of Sockeye salmon. Fishing will be suspended for 72 hours beginning July 24 and July 31 to insure maximum escapement of the Quesnel fish.

The main season will open June 15 and continue through November 30. Purse seining will not start in inside waters until October 5, except for a limited period during the Pink salmon run in Admiralty inlet. The special purse seine season there will open August 6 north of Point Wilson, and August 19 in Admiralty inlet north of Bush point, ending in both areas August 31.

Special Chinook salmon closures for gillnets will begin August 9 and end August 17 in Skagit Bay, and August 23 through September 3 in Bellingham Bay. The Labor Day inside closure on gillnets will be 72 hours beginning September 5.

Weekend closures in the San Juan Island and Point Roberts areas will be 48 hours, other than during the Quesnel run, until August 24, when they will be shortened to 36 hours.

Jack Westfall Again Canning Crab in Alaska

Jack Westfall, who engaged in crab canning in the Sitka-Peril Strait district some 20 years ago, is back in the business this year, with a floating plant, the *Monterey,* a 112′ former sub-chaser, which he has been using for charter work out of southeast Alaska ports the last few years.

He took the vessel north from Seattle May 6 and is installing a closing machine and retort purchased from a former clam cannery at Ketchikan. He will put up Dungeness crab in tuna halves, to be labelled "Westfall Alaskan Crab Meat."

Sardine Reduction Plant Being Dismantled

R. J. Roesling Co., San Francisco, has purchased the Fish Dee Lish sardine reduction plant on Pt. San Pablo, and is dismantling it. Reduction equipment was mostly Enterprise. The machinery will be sold.

This is the seventh sardine reduction plant that the Roesling Company has dismantled and sold.

Dominic Tringali, skipper of the San Francisco combination boat **Danna T.** is repowering his boat with one of the new light weight speed General Motors 4-51 diesel engines, purchased from and to be installed by Shore Line Diesel Maintenance, Fishermen's Wharf, San Francisco.

Lucien Small Named To Port Commission

Lucien K. Small, president, Marine Products Company, has been named a member of the San Diego Harbor Commission by Mayor John D. Butler. The appointment drew widespread approval because of Mr. Small's activity as an importer of shrimp and fishery products from Mexico, amounting to some 10,000,000 lbs. annually. It was felt the appointment would contribute to development of San Diego as a port.

Wafico Cannery at San Francisco Enlarged

The Washington Fish & Oyster Co. of California is increasing the capacity of its San Francisco fish cannery at Pier 92, according to Al Levy, manager.

A 40 x 160′ dock has been added, complete with an additional unloading winch, new retorts and cookers have been installed, in preparation for the next Albacore season. Tom Miller is cannery superintendent.

Cliff Erickson Handling Keku Canning Operations

Cliff Erickson, formerly superintendent for the Sebastian-Stuart Fish Co. at Tyee, and subsequently with the New England Fish Co. as assistant purchasing agent, this spring was appointed manager of the Keku Canning Co., owned by the Organized Village of Kake, the Alaska Indian community at that ancient location.

He succeeds William Olson, who had been manager since the Indian community purchased the cannery from P. E. Harris & Co.

Bell Firm Canning Shad and Shad Roe

Bell Smoked Fish Co., Fishermen's Wharf, San Francisco, will pack shad roe again this year, according to Joe Tarantino, managing partner. The roe will be packed under the well known "Tara Bell" brand.

Shad fishing has started on the Sacramento River and fishermen are being paid 8½c per lb. for shad roe and 3c for bucks.

The Bell Smoked Fish Co. has opened a receiving station at Port Costa under the direction of Pete Tarantino, one of the partners. The catches so far have been light, but peak production was expected around April 15.

Ever on the alert to utilize fish wastes, Joe Tarantino, Bell Smoked Fish Co. is now manufacturing trout food pellets. The pellets are made from fish offal, beef and horse liver, and other ingredients. They are sold to trout farms in 100-lb. paper sacks. The trout food pellet operation is in conjunction with Bell's grinding operations for fish and animal foods.

Les Davis

Commercial Velux Monofilament

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stronger . . . softer . . . thinner
more resilient . . . longer lasting

60-lb. test
85-lb. test
100-lb. test
165-lb. test

Les Davis processed Velux monofilament nylon sets a new standard for the finest in strong, long-lived, easy-to-use commercial nylon line. The specially processed DuPont nylon comes packed in 50- and 100-yd. coils, packed 6 to a box. Colors: Clear, Blue Mist, Davis Green, Camouflage.

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SEATTLE OFFICE — 1844 WESTLAKE NORTH

sales meeting of the Enterprise Engine & Machinery Co. brought these men together near San Francisco recently. ow, left to right, J. L. Adams, G. C. Rasey, J. H. Sheusner, P. I. Birchard, W. E. Butts, J. Wendell Coombs, W. E. Clay- G. B. Wright, R. E. Kroeck, G. J. Brusher.
row: M. T. Prendergast, Wren Malone, P. K. Wabnig, H. L. Hansen, J. C. Roberts, J. Neil Brophy, T. S. Pennebaker, ishop, H. T. Anderson, Paul Sullivan, Wm. F. Haddon, Bruce Robbins, Dale Blanton.
w: J. E. Barthmaier, Ken Cramer, H. D. Bahr, R. L. Rahn, W. H. M. Porter, T. S. White, J. F. Yeldell, C. R. Carmichael, Cashman, H. R. Hogaboom.

erey Men Buy ne Reduction Plant

Monterey county men pur- the Western Sardine Co. re- plant on Monterey's Cannery it month.
urchase was made by Edison armel Valley; Wesley Dodge, ; and George Leutzinger, man- eninsula Packing Co., Monte- e plant, idle, except for the ason after it was built, was ed for an investment, accord- Mr. Leutzinger. The purchase vas reported to be around

eutzinger said that he and his es had no immediate plans for he plant.

l Fish Fertilizer ced at Bellingham

Tidewater Packing Company, irrently using space in the annery in Bellingham, Wash- is currently "up to its ears" fish fertilizers. The company produce some 1200 gallons of erial a day and the total pro- is being marketed by one of er seed and fertilizer houses. ater Packing Company pro- e liquid by using the offal of fish and will use salmon offal n. Richard Simmons, one of ners in the organization, re- at a means of getting the y fish offal and storing same n worked out to guarantee roduction.
sh fertilizer is put up in con- ranging in size from 4 oz. to n cans, labelled, cased and direct from Bellingham. Sim- ys that the best sales possi- d the one creating the great- rest is the farm use. "Tests carefully selected farms have i satisfying results," says s.

"N. B. Scofield" Making New Trawl Survey

Further deep water exploration for commercial quantities of Dover and petrale sole and large shrimp beds off the Morro Bay-Santa Barbara coast will be a one-month project of the *N. B. Scofield,* 100' research vessel of the California Department of Fish & Game.

The cruise which starts about June 1, has two main objectives, a trawl survey of the region's mid and deep waters to determine if bottom fish and large prawns exist in the commercial quantities that preliminary research has indicated, and to experiment with new, mid-water trawl gear, using a single boat.

Department biologists expect to trawl at 500 fathoms and hope—with good weather conditions—to make a mile deep drag. If successful, it is thought that this would be the deepest drag in history.

Canco Picks Edwards As Manager in B. C.

J. W. Edwards has been named Pacific district sales manager of the American Can Co. in Vancouver, B. C., succeeding G. W. Henderson, who has been promoted to an executive position in the Hamilton, Ont., office.

Bill Thompson Joins Nefco Staff

Viewing fishing and fishing problems from new and different angles is W. A. "Bill" Thompson, when he joined the staff at New England Fish Co. in Astoria on March 1. For the past few years Bill has operated the dragger *Oregonian* but last winter, during a general fishing lull, he had a shore-job with Astoria Marine Construction Co.

Puccini Cans Crabs At Crescent City

A. Puccini Co., San Francisco, has opened its crab cannery at Crescent City. A wholesale pack in institutional size cans—5-lbs., of crab meat will be packed under vacuum, using American Can Co. closing machines.

Ray Walker, well known in the northern California fish industry is manager of the cannery. The pack will be put up under the Puccini brand label.

Correction—

Through an error it was stated in the April issue of *Pacific Fisherman* that the F. Alioto Fish Co., San Francisco, had purchased the General Fish Co., San Francisco.

Officials of the F. Alioto Fish Co. have told *Pacific Fisherman* that they have not purchased the General Fish Co., but have merely rented the premises formerly occupied by the General Fish Co. in which the F. Alioto Fish Co. is now operating at 535 Washington Street.

Yonker Succeeds Shostrom In Salmon Inspection Lab.

Selection of Walter V. Yonker to succeed the late O. E. "Gene" Shostrom in the Salmon Inspection Laboratory of the National Canners Association, Northwest Branch, was announced recently by Dr. E. D. Clark, director.

Thus Mr. Yonker returns to the N.C.A. inspection service in which he was engaged for several years prior to joining the staff of the Haines Oyster Co. in 1951.

Mr. Yonker holds two degrees from the University of Washington, in food technology and physical education. He was associated with Mr. Shostrom in the inspection functions of the N.C.A. Northwest Branch from June, 1947, until November, 1951.

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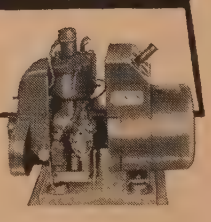

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LINES and LEADERS

rsal Motor Company ıances Staff Additions

rsal Motor Company, Oshkosh, sin, manufacturer of marine motors ctric plants has appointed two new 's to its sales department, it was ced by Mr. E. G. Henderson, Vice nt and General Sales Manager.

rd J. Labudde joins the firm as a ıgineer for electric plants. A native kosh, Mr. Labudde has extensive ıce in the electric plant industry.

Neustadtl joins the marine motor partment. Born in Milwaukee, Mr. ltl attended the University of Wis- He traveled for many years for a sin machinery manufacturer.

rn Waxed Paper Issues ı Food Wrapper Folders

ıtistically unique, full-color folders ng Glosseal frozen food wrappers d and produced by Western Waxed Division, Crown Zellerbach Corp., andro, Calif. have been issued by pany.

in the firm's series of strikingly d printed pieces is devoted to stock ull color. Three basic stock designs ıstrated with color photographs; No. 1, an oval vignette featuring getable, and specialty items; No. 2, design, reserved for distributors ilable in a wide variety of frozen ustrations; and No. 3, a scallop- sign intended primarily for packers ables and seafood.

ı Food Wrappers for Seafood is the of the second folder. Color photo- ınd descriptive data are used to em- the value of Western Waxed Paper 's experience, modern production , and advanced design techniques facturing frozen food wraps. Glos- ɔisture-vapor proof stock pioneered tern Waxed Paper technicians—is cussed in the seafood folder.

nks-Morse Advances r San Francisco Man

m B. Morse, formerly assistant nanager of the Detroit, Michigan, ıd service branch of Fairbanks- Co. has been appointed manager, ng E. J. Hay, deceased.

as he is known by his many and business associates, is a great n of the founder of the company of Robert H. Morse, Jr., Presi- has been with the company since ırting in the Beloit Works. From 1951 he was a salesman for the ncisco Branch, which position he ıccessfully until his transfer to in the fall of 1951.

Peter J. Wojtul and John G. Murray, new Continental Can vice-presidents.

Continental Can Co. Announces New Veeps

John G. Murray and Peter J. Wojtul have been elected vice presidents of Continental Can Company, it was announced by General Lucius D. Clay, chairman of the board.

Mr. Murray, formerly general manager of Bond Crown & Cork Co., a Continental subsidiary, will continue to head the company's operations in that field, with headquarters in Wilmington, Del.

Mr. Wojtul will be in charge of sales for all product divisions, including the metal, paper container, fibre drum, crown and cork, and bag divisions.

Both men are veteran Continental employees. Mr. Wojtul, a graduate of Loyola University, joined the company in 1927 as timekeeper in the lithograph department of a Chicago plant. In 1950 he was promoted to general manager of sales in the metal division, a position that he held until January of this year when he was named director of sales.

Mr. Murray became associated with the company's general manufacturing department in 1929, following his graduation from the Sheffield Scientific School of Yale University. In 1942 he was transferred to the sales service department and was named assistant general supervisor of that department.

Kearfott Introduces New Window Design

A new window design, the Kearfott Type K 322-B, just introduced, successfully combines construction and materials to produce what is believed to be the marine industry's first and only constant balance, non-corrosive spring operated shipboard windows.

Because of its simplicity and compactness, the constant balance assembly can be incorporated into metal or wood framed windows of sizes and types ideal for many classes of boats. These include ocean going vessels as well as smaller work boats, fishing boats and pleasure craft.

In the new Kearfott Type K 322-B Window a special stainless steel constant tension spring exerts a uniform pull that assures even balance of the window sash regardless of whether it is being moved up or down or allowed to remain partly or completely open or closed. The window will lock in intermediate and closed positions. The window operates with almost unbelievably uniform, minimum effort. There is no heavy push or pull; no jamming. There are no cumbersome or corrosion-risky helical drums, cables, tapes or weights to take up space or get out of order. No lubrication is required. Full information may be obtained by writing the Kearfott Company, Inc., 117 Liberty Street, New York 17, N. Y. or Ralston R. Cunningham, 71 Columbia Street, Pacific Northwest factory representative.

New "Steelast" Metal Coating Found Highly Resistant

A new line of products now available under the trade name "Steelast" has come out of the research work done on Stainless Steel Coating by the Steelcote Manufacturing Co., St. Louis. The formula for "Steelast" products is basically the same as that of stainless steel coating in that both use a vinyl plastic vehicle. It is impervious to moisture, resistant to most chemicals, and is odorless and non-toxic when dry. The uses in which "Steelast" offers advantages are protection and finishing of metal surfaces on original equipment, and maintenance of machinery, pipes, tanks, duct work and metal building materials, indoors and out. "Steelast" can be sprayed, brushed or dipped.

E. A. Zournalis, 3155 Elliott Ave., Seattle, recently was appointed as factory representative for the Steelcote Mfg. Co. in Washington, Oregon, Idaho and Montana.

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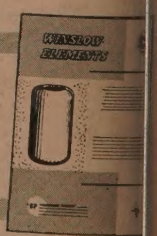

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